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The Sheriff
Court House
177 Notre Dame Street
21 Oct 1883

The Shareholder

AND INSURANCE GAZETTE.

"NOTHING IN MALICE."

Vol. V.—No. 39.

MONTREAL, FRIDAY MORNING, SEPTEMBER 28, 1883.

\$2.00 per Annum

INSURANCE.

CITIZENS FIRE, LIFE, AND ACCIDENT Insurance Company of Canada.

ESTABLISHED 1864.

CAPITAL, (fully subscribed) - \$1,188,000.

HEAD OFFICE—THE COMPANY'S BUILDING.

179 and 181 St. James Street, Montreal.

DIRECTORS:

HENRY LYMAN, *President.* ANDREW ALLAN, *Vice-President.*
N. B. CORSE, ROBERT ANDERSON, J. B. ROLLAND,
ARTHUR PREVOST, CHARLES D. PROCTOR,
GERALD E. HART, *General Manager.* ARCHD. MCGOUN, *Secretary-Treasurer.*
JAMES SAULTER, *Inspector.* DR. H. T. COOK, *Sup. of Life Agencies.*

The Life Branch and its funds are entirely distinct from the other departments. The most rigid economy is practised to give the assured the greatest possible amount of profits. Send for Table of Rates.

Insure against General Accidents, Railway Accidents, Personal Injuries, Death by Accident. \$5 will secure \$1,000 and a weekly indemnity, with additional compensation for disfigurement. The only true Accident Policy issued on the continent. *Short Term Accident Tickets* issued at all agencies from one day upwards for \$3,000 and \$25 indemnity per week, for 25 cents per diem.

FIRE Risks taken on every class of property.

AGENCIES THROUGHOUT THE DOMINION. 9-1r

THE ACCIDENT Insurance Company of North America.

Head Office:—260 St. James Street, Montreal.

DIRECTORS.

PRESIDENT: SIR A. T. GALT. | VICE-PRESIDENT: HON. JAS. FERRIER.

TORONTO BRANCH.

DIRECTORS.

COL. C. S. GZOWSKI, T. S. STAYNER, Esq., WM. ALEXANDER, Esq.,
HON. D. L. MACPHERSON, SENATOR.

THE ACCIDENT is the only Purely Accident Insurance Company in America. It has paid over 3,000 losses covering \$121,000 and NEVER CONTESTED A CLAIM AT LAW.

EDWARD RAWLINGS,

Managing Director.

Agents Everywhere.

SURETYSHIP. THE GUARANTEE COMPANY OF NORTH AMERICA.

PAID UP IN CASH	\$300,000
ASSETS, June, 1883,	410,000
TOTAL RESOURCES,	775,000

THIS COMPANY TRANSACTS NO OTHER BUSINESS.

It has on its books the records of over 40,000 Employes Guaranteed by it in all parts of the Continent.

Over \$210,000 have been Paid in Claims to Employers.

DIRECTORS.

PRESIDENT:—SIR A. T. GALT, G.C.M.G.

VICE-PRESIDENT:—THE HON. JAS. FERRIER.

Managing Director, EDWARD RAWLINGS.

HEAD OFFICE—260 St. James Street, Montreal

TORONTO BRANCH:—Equity Chambers, Adelaide Street,
JOHN STARK & CO., Agents.

INSPECTORS:—CHARLES WESTON, GEORGE HOLIDAY.

THE Stevens, Turner & Burns Foundry

AND GENERAL MANUFACTURING COMPANY (Limited),
Corner of Richmond and Bathurst Streets,
LONDON ONT.

MANUFACTURERS OF PORTABLE AND STATIONERY

ENGINES, SEPARATORS AND SAW MILLS,

Builders of the Ball Electric Light Dynamos, Lamps, etc.

IRON & BRASS FOUNDERS & FINISHERS

Waterworks Contractors.

DEALERS IN METALS, PIPE & FITTINGS, OIL PUMPS & OIL WELL SUPPLIES.

JOHN ELLIOTT, *President.*
JOHN LABATT, *Vice-President.*

JAMES BURNS, *Manager.*
THOS. A. STEVENS, *Mechanical Supt.*

The Bennet Furnishing Co.

(LIMITED.)

Manufacturers of

SCHOOL, CHURCH, OFFICE, FINE ART FURNITURE, AND WOODEN MANTELS.

Office and Warerooms: - - 205 Dundas Street,
LONDON, ONT.

DEALERS IN MINTON'S HEARTH FLOOR AND ENCAUSTIC TILES.

Steele & Garland's English Grates and Fenders.

AGENTS FOR THE PROVINCE OF QUEBEC:

DOUGLAS & ROBERTS, St. Paul St., Montreal.

HUDSON'S BAY CO.

Farming, Grazing, Coal and Mineral LANDS FOR SALE,

In the Province of Manitoba and the North-West Territories of Canada.
The Company own 7,000,000 Acres in the

GREAT FERTILE BELT,

Extending from the International Boundary northward five miles beyond the North Branch of the Great Saskatchewan River, and from the Eastern Boundary of Manitoba to the summit of the Rocky Mountains.

All these lands are carefully examined by competent Inspectors, each quarter section being separately reported upon. Reports have also been received upon the Company's

COAL LANDS!

In the Souris River District,

And the inspection of the Sections in the vast coal areas of the Saskatchewan, bow and Red Rivers will be proceeded with in the course of the present year. The whole of these lands are now offered for sale on

Easy Terms Of Payment!

And without any Conditions of Settlement or Cultivation Duties.

TOWN LOTS are also for sale in the following flourishing and rising Centres of Trade:—

WINNIPEG, WEST LYNNE, PORTAGE LA PRAIRIE,
RAT PORTAGE, ELPHINSTONE, FORT QU'APPELLE,
COLVILLE, EDMONTON, PRINCE ALBERT.

Maps and plans with full information in regard to all these lands can be obtained either personally or by letter, at the Company's Office, in the City of Winnipeg.

C. J. BRYDGES, Land Commissioner.

Winnipeg, Man., 14th April, 1883.

BANKS.

BANK OF MONTREAL.

Established in 1818.
INCORPORATED BY ACT OF PARLIAMENT.
CAPITAL, ALL PAID-UP.....\$12,000,000
RESERVE FUND..... 5,750,000

Head Office: - Montreal.

BOARD OF DIRECTORS.

O. F. SMITHERS, Esq., President.
Hon. D. A. SMITH, Esq., Vice-President.
Alfred Brown, Esq.; G. A. Drummond, Esq.;
Hon. John Hamilton, Esq.; Gilbert Scott, Esq.;
Hugh McLennan, Esq.; A. T. Paterson, Esq.;
Alexander Murray, Esq.;
W. J. BUCHANAN, General Manager.

A. MACNIDER, Assistant Gen. Manager and Inspector.
H. V. M'CREIGHT, Assistant Inspector.

A. B. BUCHANAN, Secretary.

BRANCHES IN CANADA.

Montreal: E. S. OLOUSTON, Manager.
Almonte, Ont. Kingston, " Portage la Prairie
Belleville, " Lindsay, " Man.
Brantford, " London, " Quebec, Que.
Brookville, " Moncton, N.B. Regina, Man.
Oshawa, N.B. Newcastle, " Sarnia, Ont.
Cornwall, Ont. Ottawa, Ont. Stratford, "
Goderich, " Perth, " St. John, N.B.
Guelp, " Peterboro' " St. Mary's, Ont.
Halifax, N.S. Pictou, " Toronto, "
Hamilton, Ont. Port Hope, " Winnipeg, Man.

Agents in Great Britain.—London, Bank of Montreal, 9 Birch Lane, Lombard street. C. Ashworth, Manager. London Committee—E. H. King, Esq., Chairman, Robert Gillespie, Esq., Sir John Rose, Bart., K.O.M.G.

Bankers in Great Britain.—London, the Bank of England; the Union Bank of London; the London and Westminster Bank. Liverpool, the Bank of Liverpool. Scotland, the British Linen Company and Branches.

Agents in the United States.—New York Walter Watson and Alex. Lang, 60 Wall st. Chicago, Bank of Montreal, 154 Madison street. W. Munro, Manager; R. Y. Hobden Assistant Manager.

Bankers in United States.—New York the Bank of New York, N.B.A.; the Merchants' National Bank. Boston, The Merchants' National Bank. Buffalo, Bank of Commerce in Buffalo. San Francisco, the Bank of British Columbia.

Colonial and Foreign Correspondents.—St. John's, Nfld., the Union Bank of Newfoundland. British Columbia, The Bank of British Columbia. New Zealand, The Bank of New Zealand. India, China, Japan, Australia—Oriental Bank Corporation.

(Issue Circular Notes and Letters of Credit or Travelers available in all parts of the world.)

UNION BANK OF LOWER CANADA.

CAPITAL, Paid-up, - - - \$2,000,000.

Head Office - - Quebec.

DIRECTORS.

ANDREW THOMSON, Esq., President.
Hon. G. IRVINE, Vice-President.
W. Sharples, Esq.; D. C. Thomson, Esq.
Hon. Thos. McGreevy; Ed. Giroux, Esq.;
E. J. Hale, Esq.

P. MACWEN, Cashier.
G. H. BALFOUR, Inspector.

BRANCHES.

Savings Bank (Upper Town),
Montreal, Ottawa,
Three Rivers, Winnipeg, Man.
Foreign Agents—London: The London and County Bank; New York; National Park Bank.

BANKS.

THE BANK OF BRITISH NORTH AMERICA

Incorporated by Royal Charter.

Paid-up Capital, - - - \$1,000,000 Stg.

London Office—3 Clements Lane, Lombard St. E. C.

COURT OF DIRECTORS:

J. H. Brodie. H. J. B. Kendall.
John James Cater. J. J. Kingsford.
Henry R. Farrer. Frederick Lubbock.
Richard H. Glynn. A. H. Phillpotts.
E. A. Hoare. J. Murray Robertson.

Secretary, A. G. WALLIS.

HEAD OFFICE IN CANADA—St. James St., Montreal.

R. R. GRINDLEY, General Manager.
W. H. NOWERS, Inspector.

Branches and Agencies in Canada:

London, Kingston, St. John, N. B.
Brantford, Ottawa, Fredericton, N. B.
Paris, Montreal, Halifax, N. S.
Hamilton, Quebec, Victoria, B. C.
Toronto.

Agents in the United States:

NEW YORK—D. A. McTavish and H. Stilke-man, Agents.
CHICAGO—H. M. Breddon, Agent, 158 Wash-ington Street.
SAN FRANCISCO—W. Lawson and O. E. Taylor, Agents, 219 and 221 Sansome Street.

LONDON BANKERS—The Bank of England; Messrs Glyn & Co.

FOREIGN AGENTS—Liverpool—Bank of Liverpool. Australia—Union Bank of Australia. New Zealand—Union Bank of Australia. Bank of New Zealand. Colonial Bank of New Zealand. India, China and Japan—Chartered Mercantile Bank of India. London and China—Agra Bank, Limited. West Indies—Colonial Bank. Paris—Messrs. Marcuard, Krauss & Co. Lyons—Credit Lyonnais.

Issue Circular Notes for Travellers, available in all parts of the world.

THE CANADIAN

BANK OF COMMERCE.

Head Office, - - - Toronto.

PAID-UP CAPITAL,.....\$6,000,000
RESERVE FUND..... 1,900,000

DIRECTORS.

Hon. WILLIAM McMASTER, President.
WM. ELLIOT, Esq., Vice-President.
Wm. Elliott, Esq., John Walde, Esq.,
Yosh Barnhart, Esq., Hon. S. C. Wood, Esq.,
T. S. Stayner, Esq., James Craithorn, Esq.,
W. N. ANDERSON, General Manager.
ROBERT GILL, Inspector.

New York—J. H. Goadby & B. E. Walker, Agts.
Chicago—A. L. Dewar, Agent.

BRANCHES.

Ayr, Goderich, St. Catharines,
Barrie, Guelp, Sarnia,
Belleville, Hamilton, Seaforth,
Berlin, London, Simcoe,
Brantford, Lucan, Stratford,
Chatham, Montreal, Strathroy,
Collingwood, Norwich, Thorold,
Dundas, Orangeville, Toronto,
Dunville, Ottawa, Walkerton,
Durham, Paris, Windsor,
Galt, Peterboro', Woodstock.

Commercial credits issued for use in Europe, the East and West Indies, China, Japan, and South America.

Sterling and American Exchange bought and sold.
Collections made on the most favorable terms.
Interest allowed on deposits.

BANKERS.

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

Eastern Townships Bank

AUTHORIZED CAPITAL, - \$1,500,000
CAPITAL PAID IN 1st MAY, 1883 1,410,000
RESERVE FUND 350,000

BOARD OF DIRECTORS.

R. W. HENEKER, A. A. ADAMS,
President, Vice-President.
Hon. M. H. Cochrane, Jno. Thornton,
Hon. J. B. Pope, G. K. Foster, G. N. Galor,
Hon. G. G. Stevens, T. S. Moroy.

HEAD OFFICE:

SHERBROOKE QUE.
WM. FARWELL, General Manager.

BRANCHES:

Waterloo, Cowansville, Stanstead,
Coaticook, Richmond, Gnanby,
Farnham.

Agents in Montreal—Bank of Montreal.
London, England—London & County, Bank.
Boston—National Exchange Bank.
New York—National Park Bank.

Collections made at all accessible points, and promptly remitted for.

BANKS.

The Ontario Bank.

CAPITAL, PAID-UP, \$1,500,000.
RESERVE FUND, - 335,000

HEAD OFFICE, - - - TORONTO.

DIRECTORS.

SIR WM. P. HOWLAND, - - - President.
DONALD MACKAY, Esq., - - - Vice-President.
Hon. C. F. Fraser, A. M. Smith, Esq.,
G. M. Rose, Esq., R. K. Burgess, Esq.
G. R. R. Cockburn, Esq.

C. HOLLAND, - - - General Manager.

BRANCHES.

Rowmanville, Ottawa,
Cornwall, Peterboro,
Guelp, Port Perry,
Lindsay, Prince Arthur's Landing,
Montreal, Whitby,
Mount Forest.

BRANCHES IN MANITOBA.

Winnipeg, Portage la Prairie.

AGENTS.

London, Eng.—Alliance Bank (Limited), Bank of Montreal.
New York.—Messrs. W. Watson, Alex. Lang and Bank of State of N.Y.
Boston.—Tremont National Bank. 86-

EXCHANGE BANK OF CANADA.

HEAD OFFICE, - - - MONTREAL

CAPITAL.....\$500,000.
SURPLUS..... 300,000.

BRANCHES:

Aylmer, Hamilton, Bedford.
Interest allowed on deposits in Savings Department.
Drafts on England, Boston and New York bought and sold.
Good commercial paper discounted.
Collections receive special attention, and are remitted for on day of payment.
THOS. CRAIG,
Managing Director.
Nov. 1st 1882. 46-1r

LA BANQUE NATIONALE.

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

Head Office, - - - Quebec.

HONORABLE IS. THIBAUDEAU.

Vice-President.
JOS. HAMEL, Esq.
Cashier, Inspector.
P. LAFRANCE, Esq., N. MATTE, Esq.

Directors.

T. LeDroit, Esq.,
U. Tessier, jr., Esq.,
E. Beaudet, Esq.,
M. W. Babv, Esq.,
Hon. Ale. P. Garneau.

Honorary Director.

Honorable J. R. THIBAUDEAU, Montreal.

Branches.

Montreal, - - C. A. Vallee, Manager.
Ottawa, - - C. H. Carriere, do
Sherbrooke, - John Campbell, do

Agents.

England—The National Bank of Scotland London.
France—Messrs. Alf. Grumbaum, & Co. La Banque de Paris et de Pays-Bas, Paris.
United States—The National Bank of the Republic, New York, The National Revere Bank, Boston.
Newfoundland—The Commercial Bank of Newfoundland.
Province of Ontario—The Bank of Toronto.
Maritime Provinces—The Bank of New-Brunswick. The Merchants Bank of Halifax. The Bank of Montreal.
Manitoba—The Merchant Bank of Canada.

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

LA BANQUE DU PEUPLE.

ESTABLISHED IN 1835.

Capital: \$2,000,000

HEAD OFFICE - - MONTREAL.

C. S. CHERRIER, PRESIDENT.
A. A. TROTTIER, Esq., CASHIER.

FOREIGN AGENTS:

LONDON—Glynn, Mills, Currie & Co.
NEW YORK—National Bank of the Republic.
QUEBEC AGENCY—La Banque Nationale.

BANKS.

MERCHANTS BANK OF CANADA.

CAPITAL, PAID-UP, - - \$5,700,000
RESERVE FUND, - - 1,150,000

Head Office, - - - Montreal.

BOARD OF DIRECTORS:

ANDREW ALLAN, Esq., President.
ROBERT ANDERSON Esq., Vice-President.
Wm. Darling, Esq., Hector Mackenzie, Esq.,
Jonathan Hodgson, Esq., John Duncan, Esq.,
Adolphe Masson, Esq., John Cassils, Esq.,
Hon. J. J. C. Abbott, Q. C., M. P.

GEORGE HAGUE, General Manager.
J. H. PLUMMER, Asst. General Manager.

BRANCHES IN ONTARIO AND QUEBEC.

Belleville, Kincaidine, Prescott,
Berlin, Kingston, Quebec,
Brampton, London, Renfrew,
Chatham, Montreal, Stratford,
Galt, Napawee, St. John's, Q.
Gananoque, Ottawa, St. Thomas,
Hamilton, Owen Sound, Sherbrooke, Q.
Ingersoll, Perth, Toronto,
Windsor, Walkerton.

BRANCHES IN MANITOBA:

Winnipeg, Emerson, Brandon, Regina.
Bankers in Great Britain—The Clydesdale Bank, (Limited), 80 Lombard street, London, Glasgow and elsewhere.

Agency in New York 61 Wall Street, Messrs. Henry Hague and John B. Harris, Jr., Agents.

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

A general banking business transacted. Money received on deposit, and current rates of interest allowed.

Drafts issued available at all points in Canada.

Sterling exchange and drafts on New York bought and sold.

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

Collections made on favorable terms.

J. & J. TAYLOR

TORONTO

SAFE WORKS

Established, - 1855.

Our Works are now running with greatly increased facilities, and we are in a position to promptly fill all orders.

A LARGE ASSORTMENT OF

Burglar Proof Bank Safes & Vault Doors

KEPT CONSTANTLY IN STOCK.

Estimates given for all kinds of FIRE and BURGLAR PROOF SECURITIES. 11-1r

ST. LAWRENCE HALL, MONTREAL.

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

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

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

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

THE SHAREHOLDER.

MONTREAL, FRIDAY MORNING, SEPT. 28, 1883.

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The National Revenue.	Answers to Correspondents
The Mystery of the Day.	Contemporary Press.
The M'Geech Failure.	Our New Manager.

THE CANADA LIFE ASSURANCE CO.

THE name adopted by this Company—the Canada—is especially appropriate, for it is essentially a Canadian institution, the outer world not having been ransacked in search of backers to give it a start. Commencing operations thirty-six years ago its progress has been one of continued and remarkable prosperity, until to-day it stands the unchallenged head of all these institutions. Without any data before us to rely upon it is safe to assume that on commencing its career, in 1847, it had all those difficulties to encounter in establishing its footing which is incidental to all such companies. Its success, however, was incomparably rapid and continuous, as the following table shows:—

MEMO. SHOWING THE PROGRESS OF THE COMPANY AT EACH OF THE THREE YEARLY INTERVALS, SINCE ITS COMMENCEMENT IN 1847.

	Income.	Sums ass'd.	Assets.
At 30th April, 1859.....	\$ 122,727	\$ 3,105,401	\$ 440,119
At " 1871.....	355,437	8,309,111	1,227,311
At " 1883.....	1,150,338	34,132,095	5,017,032

Full details of the Annual Report (the thirty-sixth) will be found elsewhere, which, together with the Report of the Committee of Investments, covers all the salient transactions of the Company since our last notice a year ago. It may be of interest, however, to mention here also that the applications for assurance during the year to 30th April last were 2,534 for \$5,149,634, but of these 219 for \$373,900 having been declined, and 137 for \$244,000 not been carried out, the new assurances of the year were for \$4,534,734, under 2,178 policies, giving a new premium income of \$142,376.51. The total sum assured at 30th April last, with bonus additions, amounted to \$30,139,094.99 under 16,425 policies, upon 13,279 lives, while the year's income as shown amounted to \$1,150,337.72. Claims by deaths during the year were upon 137 lives, under 163 policies, for the sum of \$329,735.72, while the mortality expected and calculated upon was for an amount of \$400,035. We learn from the same paper that the Company's assets increased during the year by the large sum of \$553,425.68, and amounted at 30th April last to \$5,617,632.33, and that a dividend was paid to the shareholders during the year at the rate of 15 per cent. per annum, leaving at the credit of the Proprietors' Account the balance of \$101,818.90, as at 30th April last. But the best idea of the growth of this Company may be gathered from the fact that

its business is increasing at the rate of \$12,000 per day! This immense aggregate has been reached in no small degree through the energetic co-operation of the local Manager for the Province of Quebec, J. W. MARLING, Esq., whose headquarters are in this city. The activity of this gentleman, assisted by Mr. AKIN, the agent for the district of Montreal, Mr. LAFERRIERE, the Provincial Inspector, and a corps of agents throughout the Province, has succeeded in sending in proposals, during the past twelve months, to the extent of no less than \$1,000,000!

The fact of such a magnificent showing as is found in this Report is itself tantamount to saying that Mr. A. G. RAMSAY continues his position as President and Managing-Director of the Company. Once again that gentleman has received the formal recognition by the shareholders of his invaluable services, they fully appreciating that it is to his great administrative abilities and restless energy that so large a proportion of the extraordinary success achieved, as just recorded, is due.

ANOTHER SKEDADDLER.

A REPORT was widely spread early in the week that a certain well-known English produce-buyer in this city had disappeared, but all names were carefully suppressed. Further, and in connection with the same individual, that warehouse receipts of bills of lading for a large amount held by one of the banks of this city were forged. It became known later that the party indicated was one J. F. DEWEY, who has for some little time past been engaged in this city nominally as a produce merchant. He hails originally from Liverpool and more recently from Chicago, where, as here, his reputation was none of the most savory. He is now accused of extensive forgeries of bills of lading, letting in several local and one Boston bank, altogether to a very considerable amount. Really reliable details are still wanting, and, as usual, all the Banks victimised assert that they have not been bitten—very badly.

THE EXCHANGE BANK.

BEYOND affording a text for newspaper correspondents to discuss the subject of banking generally, the Exchange Bank collapse has scarcely been before the public in any shape this week. Its sudden suspension has given rise to a good deal of writing, all more or less profound—generally less—as to the duties of Directors, supplemented by sundry suggestions as to how to legislate so as to secure a further protection to shareholders at large. The midnight oil, too, must have been not a little consumed in porings over schemes to do away altogether with issues of notes by the banks, and in favor of centring that profitable privilege wholly and solely in the hands of the Dominion Government. So far as our observation has gone, however, there has been no suggestion yet in that direction at all of a really practical nature.

The outlook at present decidedly is that the existing prerogative of private issue will be continued, and that a good many other and more formidable collapses than the last will have to occur before so radical a change will be seriously contemplated at Ottawa.

WHAT WILL HE DO WITH IT?

THERE is an institution in London, Canada, of which a Mr. EDWARD LE RUEY is Managing-Director. He wants this time \$2,500,000, a moderate and modest demand, of which two million 5 per cent. cumulative stock is for Great Britain, and five hundred thousand ordinary stock, entitled to surplus profits, for Canada. Mr. LE RUEY does not say how much has been subscribed for in Great Britain, or for what all this money is intended—if for the farmers of Ontario, or for lending money on speculative building? Mr. LE RUEY has been before the Canadian public on a former occasion, and we hear of nothing that militates against either his Company or his management. Still the question is, What will he do with it? And why not advertise the Directors' names in the prospectuses issued broadcast through the Dominion? The London and Westminster Investment Co. of Ontario (Limited), incorporated Cap. 15, R. S. O. (whatever that may mean), of which Mr. LE RUEY is Managing-Director, may be all right enough, but the investing public want a little more information.

MISCELLANEOUS STOCKS.—The Electric, Manufacturing, and Miscellaneous Stock Exchange was opened in New York yesterday. Two hundred seats on the first allotment and twenty-five on the new allotment have already been taken. The memberships are limited to 500, and are offered at \$250 each. The want of such a special institution is said to be much felt in New York.

LESSONS FROM CANADA.—An official of the U. S. Post-Office Department says that Mr. GRESHAM, the Postmaster-General, will in his forthcoming report take stronger grounds in favor of adopting a postal telegraph system than any of his predecessors. He will also urge the establishment of a postal savings' bank system on the Canadian plan.

RUSSELL vs. CANADA LIFE INSURANCE CO.—This case, which attracted a good deal of attention when first brought into Court, has been relinquished, the plaintiffs abandoning the suit and paying all costs. The Company, it may be remembered, resisted payment on the ground that the insurance policy had been obtained by fraud and misrepresentation—a defence which the result in question appears to have justified.

BANK OF ENGLAND.—The net profits of the Bank of England for the half-year ending September 1 were £733,634, out of which a dividend of 5 per cent. has been declared, leaving the Rest at £3,012,003.

A FATAL SHORE.

We have been favored, through the courtesy of Mr. HENSHAW, with an inspection of a very curious and interesting chart indicating all the wrecks on Anticosti's deadly coast between the years 1870 and 1879 both inclusive. Not only are the fatal spots themselves shown, but opposite each is given a rough sketch of a vessel, all the latter at the first glance bearing rather the ghastly appearance of a coffin, which in but too many cases it proved in fact to be. The entire shore seawards is dotted with these mournful emblems, generally at singularly regular intervals apart, with an occasional wide space between. On the Gulf side, these sea-disasters are naturally of very much less frequent occurrence. Occasionally, however, these sad illustrations occur in entire groups thickly studded with the sinister "coffins." In fact, the readiest method to ascertain the site of the local light-houses and provision dépôts is to cast a glance over the map for any series of wrecks shown in bunches, if the expression is allowable. Where these are thickest there is sure to be the spot thus sought.

On this melancholy roll before us are shown between fifty and sixty wrecks, the names of the doomed craft and the amount of their tonnage being given. Of these a portion, but far from the majority, consists of small coasters from twenty tons' measurement upwards. Large sailing-vessels, however, running up to 1,300 tons, are also on this record. The steamers, it is worthy of note, number in all but four, thus at once helping to account for the great diminution in recent years of wind-impelled vessels trading in these seas, and showing the superiority of the more modern motor. The map, too, not only vindicates the existence of the Wrecking and Salvage Co., which we described at length in a former number, but raises surprise now that its presence in this useful field of enterprise was so tardy.

It is a matter of much gratification that successive Governments have of late years directed efforts to the reduction as far as possible of the occurrence of these terrible calamities. These gloomy and death-dealing shores are at length abundantly supplied with light-houses fitted up with all the best modern scientific resources. The coast telegraph, too, already so far advanced in this part of our shores, will also contribute its large share in the humane work of bringing early relief to future maritime misadventures such as we have above treated of. Thus one may fairly hope that should the map before us be supplemented by a fresh one in another decade the fatal groupings now shown will be scarcely if at all augmented.

FROM THE BLACK HOLE TO A PALACE.—No doubt to the intense satisfaction of the Manager and his staff, the Union Bank is about to remove to its splendid new-old quarters at the corner of St. John and Notre

Dame Streets. To the early restoration, we trust, of any physical energy lost or impaired by long residence in their present dark and gruesome abode.

THE NATIONAL REVENUE.

THE full statistics showing the revenue and expenditure of the Dominion for the fiscal year ending on the last day of June have just been completed at Ottawa. They show as follows, including a comparison of the three previous annual periods:—

	Revenue.	Expenditure.	Surplus.
1879-80.....	\$23,307,406	\$24,850,634	
1880-81.....	29,635,297	25,502,554	\$4,132,743
1881-82.....	33,383,455	27,067,103	6,316,352
1882-83.....	35,888,334	28,805,229	7,083,105

It will thus be seen that the revenue largely exceeds that of any of its predecessors, and the same may be said of the expenditure. The growth of the latter item, however, as we have frequently pointed out, is due to sundry public works required by the wondrous material advance of the country, and which is, after all, only a valuable national investment. The revenue derived comes close upon the figures predicted by Sir LEONARD TILLEY last session when the Budget was before the House, such difference as there is being in favor of the national treasury. The main sources of this augmentation were—Customs, \$1,434,707; Excise, \$375,257; Post-Office, \$209,699; Public Works, including Railways, \$390,299; and the items in which the expenditure shows an increase over last year are Public Works, \$328,918; Post-Office, \$195,522; Railways and other public works, \$406,646; Immigration and Quarantine, \$184,698. Thus more than one-third of the added disbursements has been met by larger receipts from Government sources independent of Customs and Excise—in other words, without direct taxation, to that extent, of the public at large. The revenue returns would have produced a much larger showing had the proceeds of the sales of the Dominion lands for the past year been added, as these may be roughly estimated at not less than \$2,000,000. The whole results, however, again testify to the extraordinary accuracy of the calculations of our Finance Minister. Perhaps the most prominent result of the efforts of that able financier Sir LEONARD TILLEY is the decrease of the net interest of the Dominion debt under his administration of the Department of which he is head. Last year that obligation showed a diminution of \$159,436 over the previous year and of nearly double that of the same period immediately preceding. This decrease will of course continue under Sir LEONARD'S successful policy, which has been once again demonstrated this week in the prospectus he has just issued regarding the proposed new loan.

THE ERIE CANAL.—The feeling among Erie Canal boatmen and captains as to the condition of the Erie Canal is daily growing stronger, and complaints are constantly being made of the ill state of repair into which that waterway has been allowed to

fall through official neglect. Fifty boat-captains and owners, and many others, emphatically declare that the Canal is rapidly falling into a state of dilapidation, and already it is extremely hazardous to navigate that great internal highway of commerce. So the toll abolition may prove to be anything but a blessing after all.

THE FARLEY CASE.—The libel action of FARLEY vs. NORDHEIMER has been compromised, through the mediation of Mr. STRATHY, manager of the Federal Bank. It is understood that Mr. FARLEY will receive about \$25,000, from which the overdraft due by him to the bank will be deducted. The suit was for \$100,000 damages.

NOVA SCOTIA BANKS.—At an auction sale of stocks this week at Halifax Bank of Nova Scotia brought 142½, Union Bank 107½ and People's Bank 110. Other stocks were offered, but not sold.

THE MYSTERY OF THE DAY.

THE great question of the day last week was, What is driving down the SENECA stocks? This is changed to-day for the bewildering conundrum, What has become of the missing \$700 belonging to the Protestant Board of School Commissioners? For the enlightenment of outside readers we would explain that a few days ago the Accountant of the High School here, a Mr. EVANS, went down town to transact certain banking business connected with his office, including the deposit of seven hundred dollars in bank bills, the latter to be placed in Molsons' Bank. Mr. EVANS had also eight cheques on as many other separate banks, and these last he first got certified, leaving the making of the deposit for the final transaction. He states that when he at length arrived at Molsons' he arranged his deposit in the centre of the Bank and entered it in a slip taken therefrom. He then went to the window of the Teller, Mr. BADGELEY, and, as he thought, handed over his full deposit, the bills being tied up in a roll of paper. While the Teller was marking off the cheques on the slip a clerk in the next compartment wished to speak to Mr. EVANS, in order to get him to endorse a cheque he had omitted to sign the previous day. Mr. EVANS moved a few inches to the next wicket, complied with the request, and returned to Mr. BADGELEY'S window. The latter had counted everything but the bills, and enquired for them. Mr. EVANS said he had left them with the rest, but they were not to be found. Mr. EVANS rushed to where he had placed his deposit, but the parcel was not there, though he insisted that he had so left it. Notwithstanding this conviction, however, and probably thinking he had inadvertently left the parcel at some of the banks he had previously called at, he without loss of time visited them, but no tidings of the missing bills could be discovered. Nor, in spite of the doubtful virtues of the detective agencies, are there yet any traces, or, from present appearances, likely to be. There are at least as many theories and suspicions connected with this

singular affair as of the number of dollars lost, but not one so far has tended to throw the slightest light on this mystery, which really appears unfathomable. To lose money *en route*, or after entering a Bank, is an incident in itself by no means uncommon, as the following, taken from a press extract this week, will show:—

On Tuesday Mr. Charles Mann, of No. 92 Stagg Street, Brooklyn, New York, visited the First National Bank on the corner of Broadway and First Street, Williamsburg, with \$1,100 in his possession. It was Mr. Mann's intention to deposit this money, and drawing it from his pocket he laid the bills upon a side desk near the receiving teller's window. While counting his wealth a fashionably attired young man with a fall overcoat hanging over his arm tapped Mr. Mann on the shoulder.

"Excuse me," said the stranger, "you have dropped a bill upon the floor," and he pointed to a note a few feet distant.

Mr. Mann thanked the stranger and picked up a \$2 bill. When he handed his deposit to the teller he found that the obliging stranger had walked off with \$500.

In the present case, however, there was no amiable stranger present, no wolf in sheep's clothing at all, so far as has been discovered. And we incline very strongly to the opinion, moreover, that there never will be.

THE M'GEOCH FAILURE.

IN these fast days even the "great M'GEOCH collapse," which caused so much excitement some three months ago, is soon forgotten. It is now somewhat revived by the report of the Receiver appointed to clear up the affairs of the insolvent. The Receiver's accounts show that there are on the list 205 creditors, aside from the banks. Forty-four of them had claims for over \$5,000, twenty-nine for over \$10,000, twenty for over \$20,000, thirteen for over \$40,000, eight for over \$50,000, three for over \$75,000, and one for over \$100,000. The Receiver paid to the unsecured creditors \$789,140 50. Of this amount \$450,000 was contributed, \$250,000 of it by M'GEOCH and \$200,000 by DANIEL WELLS, Jun., of Milwaukee. The remainder was raised by the collection of differences which were outstanding by the sale of a little lard, and from other odds and ends. The Bank of Montreal, which had advanced M'GEOCH a far larger sum than any other bank—\$1,288,465.69—was the smallest loser. It realised all that it had advanced except \$2,276 75. Other institutions which did not advance one-fifth as much lost five times as much. The Union National Bank refused to settle, and its claim of \$25,446.98 was paid in full. ARMOUR was comparatively a very small loser. The firm of ARMOUR & Co. were down on the list for only \$19,765.70, and ARMOUR, PLANKINGTON & Co. for only \$21,394. This latter loss was made by the firm upon lard which it had carried for M'GEOCH. The statement shows that ARMOUR, PLANKINGTON & Co. had loaned the Scotchman upon lard as security \$836,021.44. The above \$21,394 was what was lost on this advance. The largest sum lost by a Bank was \$851,833.94, but the name of this Bank was not given. This failure

will be memorable not only from the large amount of direct losses involved but from the still more considerable sum incidentally lost in connection with it.

THE DOMINION LOAN.

OUR anticipation expressed a fortnight ago in connection with a new Canadian loan has already been fulfilled, the Finance Minister having just issued a prospectus to that effect, and advertised for tenders for \$4,000,000 4 per cent. currency bonds, bearing interest from 1st November, payable half-yearly at Ottawa, and redeemable in twenty years. The lists open on Wednesday October 17th, and close on Saturday October 20th. Tenders must be made for sums of not less than \$1,000 and in multiples of \$1,000. As already explained in the SHAREHOLDER the money thus raised will be devoted in part to the payment of debts maturing or redeemable in the course of the present year, and the remainder on indispensable public works. It is also supposed, as we before showed, that this loan will be welcomed by various local trust and other companies. It is hoped, too, that it is but the precursor of the establishment of the principle that all such loans shall in future, where possible, be placed in the Dominion instead of in London. It is supposed that the resources of our own private Canadian capitalists now suffice to take up such loans without going out of Canada at all, which will derive the further benefit of keeping the periodical interest within its own borders.

THE LOTTERIES AND THE POST-OFFICE.

THE U. S. Postmaster-General recently ordered that no registered letter or money-order business should be transacted with the New Orleans National Bank until it ceases to act as agent for the Louisiana Lottery Company. He says this manoeuvre is a defiant scheme on the part of Dauphin and the Bank to evade the departmental orders addressed to the postmaster of New Orleans in pursuance of statutes intended to protect the mails and the public against a business which is vicious and immoral, and in the main preys upon the ignorant and credulous. Thereupon the Bank obtained an injunction restraining the postmaster from refusing to deliver letters or pay money-orders to the Bank on the ground that it is an agent for the Lottery Co. And now the postmaster of New Orleans has been instructed to secure the transfer of the New Orleans National Bank case to the United States courts, and for a dissolution of the injunction obtained against him. In the meantime he has been directed to deliver mail matter to the Bank until the injunction is dissolved, if ever it is. But it is probable the U. S. Postmaster-General will find he has gone a little too far.

A BANK DEFACTATION.—The Winnipeg Times is authority for stating that the Imperial Bank of Canada has lately suffered to

the extent of \$13,000 by the instrumentality of its teller, NORMAN S. ANDREWS. It is the old story over again—ANDREWS was living beyond his means, and got into the toils of a certain JOHN WOLTZ, a Winnipeg jeweller, who sold largely of his goods to the recreant. The latter, to temporize, advanced WOLTZ \$13,000 of the bank funds, but exposure being at last inevitable suddenly bolted. WOLTZ was arrested, and has acknowledged to a liability of \$10,400, but asserts that ANDREWS himself carried off the difference. WOLTZ is out on bail, and ANDREWS is by this time realising that his reputation is hopelessly blasted and that his career for good is brought to a disgraceful end.

THE TORRENS SYSTEM.

THE TORRENS system of land registration formed the subject of editorial comment in the SHAREHOLDER some months ago, and was subsequently incidentally discussed in Parliament. No legislative action, however, was taken at the time, on the score of the great pressure of more urgent business. The subject was therefore allowed to stand over till next session, when it is understood that a powerful phalanx, from both sides of the House, will appear in its favor. It will be some aid to these latter to hear what Lord COLERIDGE says on the matter. The Lord Chief Justice has lately thus delivered his views:—"I have never been able to perceive the obstacle to applying to land the system of transfer which answers so well when applied to shipping; but, as my learned brethren, one and all, have declared that to be impossible, I had become impressed with the belief that there must be something wrong in my intellect, as I failed to perceive the impossibility. The remarkably clear and logical paper which has been read by Sir ROBERT TORRENS relieves me from that painful impression, and the statistics of the successful working of his system in Australia amounts to demonstration; so that the man who denies the practicability of applying it might as well deny that two and two make four."

THE ENGLISH LOAN CO.—Some details have now transpired connected with the litigation mentioned last week. It is said that Senator VIDAL and Messrs. JAMES FISHER and GEORGE WALKER, Directors of the Company, have been served with writs in Chancery asking them to show cause why they should not be made to disgorge \$90,000 lost through bad management in investments while they held positions of trust in the Company. It is understood that should the suits be successful other directors will be similarly served.

THE ALLAN LINE.—It is stated on what is claimed to be good authority that the Allans' profits this season will be largely in excess of any previous year in the long history of the Company. This is owing in a great measure to the immense number of immigrants their fleet has landed in Quebec.

THE STOCK MARKET.

THE failure of the Exchange Bank—a subject, by the way, apparently already as much forgotten on “the street” as if it had occurred ages ago—seems to have had literally no effect in connection with other Bank quotations on the Stock Exchange. As stated last week, an energetic “bear” movement was then made in that direction, but the general intelligence was of too high a character to enable it to be even temporarily successful. Notwithstanding this, another attempt to the same end has been made this week, one which can only be properly qualified as infamous. Bogus telegraphic despatches have been delivered here, the recipients being of course in collusion with the senders, pretending to enquire as to the solvency of our banks, and especially of the most important of these financial institutions. The object was simply to sow doubt and distrust in their stability on both sides of the lines. Total result so far, the schemers have had to pay an appreciably heavy telegraphic bill. It is about time, however, that the Banks united to hunt down this pack of curs, and make an example of them in the criminal courts for conspiracy. Ordinary pick-pockets are thoroughly respectable members of society alongside these rascals.

There is little difference in the amount of business transacted this week over last, whether in Bank or Miscellaneous, but in both the tendency has been to a fall in prices. The difference is fully shown in the brief comparative table below. The Senecal stocks show no improvement, and have formed the subject of no little speculation outside of the Stock Exchange, and that not less of a financial than of a gossip character. Thus we are told—or, rather, it is insinuated to us—that the great Mr. VIPOND, the terrible Paris financier, who was to buy up all Canada and the rest of creation, had at one time his golden claw on Richelieu, but finding that the accounts had passed through the hands of a first-rate *chef de cuisine*, declined to be immolated. Then it was said “the grub” was so bad and so costly—both of which seems to be true—on the Lake portion of the line, that all the travellers went by the American opposition, which netted \$28,000 more this year out of its commissariat than ever before. But be the causes what they may certain it is prices again fell this week, once as low as 63, closing at 64½, and with 2,145 sales during the week. But somehow or other, be the real causes what they may, these great Parisian capitalists who are to do so much for Canada do but very little after all. And when they do make a venture—they wish they hadn't.

The other Senecal stock (so-called), City Passenger, also presented a first-class sample of falling sickness, reaching on this occasion as low as 114½, and closing at 115½, with only 785 sales in all. There was a miserable attempt made to “bull” this stock, rumored to be on the strength of two or

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 27th Sept., 1883, and the number of shares reported as sold during the week.

STOCKS IN MONTREAL.	Share.	Capital Paid up.	Rest.	Fri.		Sat.		Mon.		Tues.		Wed.		Thurs.		Total Trans.
				L.	H.											
Bank of Montreal	\$200	\$12,000,000	\$5,750,000	197½	197½	.....	.....	.....	197½	.....	197½	198½	197	196½	197	1142
Merchants' Bank	100	5,714,500	1,150,000	121	121½	.....	.....	120½	120½	110	122½	118½	119	118½	118½	1142
Canadian B'k of Com.	50	8,000,000	1,650,000	131½	132	.....	.....	.....	132	130½	131½	129½	130	129½	128½	725
Bank of Toronto	100	2,000,000	1,000,000	.....	.....	.....	.....	181½	182	181	181	181	181	178½	179	650
Ontario Bank	100	1,500,000	335,000	.....	.....	.....	.....	.....	115	.....	.....	.....	111	.....	.....	240
Banque du Peuple	50	1,600,000	240,000	.....	67½	.....	.....	.....	06	.....	.....	.....	65	.....	.....	125
Bank British North	£50	4,866,666	889,718.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Molson's Bank	50	2,000,000	425,000	.....	.....	.....	.....	110	120	.....	118½	.....	.....	.....	.....	125
Dominion Bank	50	1,488,185	850,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Federal Bank	100	2,787,810	1,450,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Imperial Bank of C.	100	1,500,000	650,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Banque Jac's Cartier	25	500,000	140,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Quebec Bank	100	2,500,000	325,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Banque Nationale	50	2,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Eastern Townships	50	1,399,739	350,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Bank	100	2,000,000	18,000	.....	85	.....	.....	.....	85	.....	.....	.....	.....	.....	.....	27
Exchange Bank	100	500,000	300,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Maritime Bank	100	897,800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Montreal Tel. Co.	40	2,000,000	.....	.....	.....	.....	.....	.....	122	.....	121	.....	120	.....	120	440
Rich. & Ont. Nav. Co.	100	1,665,000	21,704	63	65½	.....	.....	61½	61	61½	61	63	61½	61	64½	2145
City Pass. Ry. Co.	50	800,000	.....	118	118½	.....	.....	118	116	117	114½	115½	115	114½	115	785
City Gas Co.	40	1,800,000	.....	170½	177	.....	.....	.....	175	174½	175	176	174½	176½	176½	1210
Canada Cotton Co.	100	.....	.....	.....	.....	.....	.....	70	.....	.....	.....	.....	.....	.....	.....	16
Montreal Cotton Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dundas Cotton Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Can. N. W. Land Co.	.....	.....	s. d.	.....	.....	.....	.....	70	.....	62½	70	74	.....	78	.....	425
Can. Pac. L. G. Bonds	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Canadian Pacific Ry.	.....	.....	.....	.....	.....	.....	.....	57	.....	50½	.....	.....	.....	57	.....	825
St. Paul M. & M. R'way	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

three somewhat heavy showers which caused a temporary overcrowding of the cars, but the end was an ignominious failure

City-Gas was in the same cranky boat as both the above, dipping down as low as 174½ (170 ex-div.). Nevertheless the usual semi-annual dividend of 6 per cent. was declared this week, and on Friday 1 per cent. was paid for the privilege of putting 1,000 shares at 170 within 60 days. There is nothing healthy or cheerful to record of any other of the Miscellaneous, and the brokers adjourned one afternoon for the races, finding there nearly as much gambling and more pleasure than on “the street.” The following is a comparative statement of the Bank quotations this week and last, and the average price at the corresponding date last year:—

	This week		Last week		Last year.	
	H.	L.	H.	L.	H.	L.
Bank of Montreal	197½	196½	197½	196½	210½	210½
Merchants' Bank	121½	118½	121½	120½	130½	130½
Can. Bank of Commerce	132	129½	132	131	142½	142½
Bank of Toronto	182	181½	183	181½	190½	190½
Ontario Bank	115	115	115	114	124	124
Banque du Peuple	67½	66	68½	67	87½	87½
Exchange Bank	.....	.....	.....	.....	.....	.....

* Off-red, but no buyers.

The Money Market continues without variation. Good commercial paper is discounted readily at 6½@7½ per cent., and loans on stocks effected at 5@5½ per cent. on call. Sterling exchange is dull but steady. Between banks 60-day bills are quoted at 8½@8¾ prem., counter rates being 8¾@8¾ prem.; demand bills, 9½ premium. Drafts on New York are dull at par bid, 1-16 prem. asked.

MORE NEW YORK FAILURES.—This time it is the woollen and clothing interest which shows how firms can burst. MEYER & CO. and LEVY, BROS. & CO., have gone this time, the wreckage going up into the millions. There seems to be a good deal of a SHAW BROS. flavor in these last transactions, of which, however, exhaustive details are still wanting.

WE shall feel obliged if our friends, who so frequently express their appreciation of the SHAREHOLDER, will cast an eye around to see if some of their acquaintances will not be benefitted by subscribing to it.

ANSWERS TO CORRESPONDENTS.

CAUSTIC.—We said that a banking education is necessary for the management of a successful Bank. There are no doubt a lot of people like yourself who can write an impertinent note, and perhaps manage a Bank, which, like many others, would be wrecked through the overweening vanity and self-importance of an ignoramus.

RICHELIEU STOCK.—“A SMALL STOCKHOLDER.”—The rise and fall in price is entirely due to stock-jobbers. The actual value of the article is no less now than then, allowing a slight depreciation for wear and tear—a consideration in no way taken into account on “Thimblery Street.” We firmly believe it is better directed and looked after now than ever; but you must remember that the ships are old and its stock is watered to over one million and a half.

SHAREHOLDER IN NOVA SCOTIA BANKS.—We see nothing at present to warrant your remarks. No doubt there is much that is not seen; but we cannot go inside the record. We will attack with weapons of fact if you can furnish them.

EXCHANGE BANK.—So far there has been no official statement. Meanwhile we understand that minor matters are being attended to and that the slate generally is being put in order.

OLD SUBSCRIBER.—We think you are mistaken. Great caution is necessary just now; the stock is low.

A STRATFORD SUB.—The gentlemen your name have long been connected with the leading banks in the country.

FEDERAL BANK.—A clever cashier. Write to him for information on the other subject.

QUEBECER.—You got in and out at the wrong time; it's a miserable business.

THE LAND CANCELLATION CASES.—His Honor Judge Macdougall, of Aylmer, gave judgment to-day in the case of Holland vs. Ross Bros., setting aside the cancellation of the plaintiff's title to lands on the township of Portland, made by the Commissioner of Crown Lands in Quebec in 1878, and confirmed on appeal by the Lieut.-Governor-in-Council. The decision is an important one as it is a test case, affecting thousands of acres of land in the phosphate region in the Province of Quebec, the titles to which were cancelled by the Government and the lands re-sold. In the Messrs. Hollands' case, the Court held that the cancellation was illegal and arbitrary, and the defendants are condemned to pay for the timber cut by them on the lands in question. If Judge Macdougall's decision is sustained by the higher courts, it will, no doubt, open the door to a very large number of suits for the recovery of lots of which the owners were dispossessed at the same time.

ANOTHER ELECTRIC MOTOR—SOME WONDERFUL FEATS.

The New York *Tribune* describes the running of car driven by the Daff electric motor, at Greenville, N. J., on Thursday. The exhibition was made with miniature open cars on the smaller of the two tracks. The motor is easily managed, requiring only the turning of a handle to one side or the other to go ahead or run back, as it may be desired. The electric current is transmitted to the rails from the stationary engine, by positive and negative wires connecting with either side, and from the rails to the wheels and through these to the simple machinery of the motor. The brakes are magnets of high power. While the question of insulation of the rails presented such difficulties in the practical working of the Siemens electric system in Berlin as to require the introduction of an overhead wire, according to the Daff system the "low tension" current admits of the running of cars over rails laid in the ordinary manner, and with no special precautions against contact with the earth or against floods. There is no attempt at insulation in fact, and there is, consequently, absolute immunity from danger of shock or harm to human or animal life from contact with the rails. When asked what advantages are claimed for the electric motor as a substitute for steam locomotives for railways, Theo Daff, electrician of the company which bears his name, said:—

"Our locomotives would be one-third the weight of those now in use to accomplish the same work. They would be operated for less than one-half the present cost of fuel. As to speed, the electric motor is practically unlimited, because there are no reciprocating parts. The expense of constructing and keeping in repair is much less than for any steam motor. The best steam locomotives in the world are those on the Pennsylvania Railroad, these are 18 by 24 cylinder, with 6-foot driving-wheels, they consume 8½ tons of coal per horse-power per hour while our compound stationary engine, which furnishes the power, require only two tons of coal per horse-power per hour. A 20 or 250 ton train running at the rate of forty-five mile an hour develops 625 horse-power, and the steam-locomotive weighs, with the tender, fifty tons. We can condense the same energy into a twenty-ton electric motor and thus add thirty tons more paying capacity to the train. We can now actually accomplish a speed of seventy miles an hour with the armature on the shaft and 100 miles an hour is possible. The reciprocating parts in steam engines are always elements of danger at the higher speeds. While we wholly do away with these in our motor, there is a constantly increasing energy in the direction of rotation at the periphery."

Among the interesting exhibitions of the power of electricity was the running of the saws in the saw-mill at the rate of 2,800 revolutions a minute by a current transmitted through a mile of wire; but more astonishing than all else was the running of the electric motor up and down a track with a grade of 2,000 feet to the mile. This feat, in which electricity laughed at the laws of gravitation, and set at defiance all previous performances attempted by steam motors, would have seemed incredible had it not been witnessed by a dozen practical men.

THE REDUCTIONS IN THE PROVINCIAL EXPENDITURE.

The auditor general of the Province, Mr. Gaspare Drolet, has just issued a memoir of the reductions effected by the ministry of the Province of Quebec from which it appears that during the last six months upwards of \$156,000 has been retrenched, of which \$85,000 has been obtained by reducing the expenses of the civil service and \$71,000 in the administration of Beauport Asylum. In the Department of the Executive Council the annual expenses have been reduced to the extent of \$1,400, in the Provincial Secretary's Department, \$3,865, in the Registry Department \$4,750, in the Attorney General's \$2,350, in the Treasurer's \$900, Auditor's \$100, Crown Department \$5,800, Agricultural \$5,930, Public Instruction \$2,070 and Railways \$100. In addition to this, superannuations and supernumeraries whose services have been dispensed with, make an aggregate of \$12,457.50. Over two thousand dollars has also been taken off the amount voted toward subscribing to the press of the Province; \$3,000 voted to the library and \$3,326 in the salaries of watchmen, &c., in the departmental buildings. Next comes the copy of a report of a committee of the Executive Council stating the Treasurer has been informed by the eminent counsel retained by the Government that the decision of Hon. Mr. Justice Rainville in the Corporation Tax cases is illegal, that the tax in question is a direct one, that an appeal to the Privy Council has been made, but that on account of the "combined resistance" of the commercial corporations, who have been called upon to pay this tax it will be impossible to realize the amount estimated from these taxes during the current year and that in consequence it be necessary to make reduction in the estimates in other quarters, a list of which has already been published, including grants to many of the charitable and other public institutions of the Province amounting to \$35,293, and making the total reductions over \$150,000.

THE FIRST NEWSPAPER PUBLISHED IN CANADA.

Mr. Alexander Lawson, proprietor of the Yarmouth (N. S.) *Herald*, has finally set at rest the question of the establishment of the first newspaper in Canada. Mr. Bourinot, in his *Intellectual Development of the Canadian People*, and others, have credited the Quebec *Gazette*, established in 1764, as being the pioneer newspaper in these Provinces, but the historical fact, as related by Mr. Lawson, fixes the first newspaper enterprise as far back as 1752, thirteen years before the publication of the Quebec *Gazette*. The result of Mr. Lawson's research bears out the *Dominion Annual Register and Review* for 1882, which gives

Nova Scotia the credit of having given birth to the first newspaper published in what is now the Dominion of Canada, the year being fixed at 1753 instead of 1752; a mistake of one year only. Mr. Lawson thus relates his discovery:—

"On my passage from Yarmouth to Boston, in the *New Brunswick*, I had the pleasure of an introduction to Mr. Henry J. Morgan, of the Department of State, Ottawa, an editor of the *Dominion Annual Register and Review*. Our conversation naturally drifted into the subject of Nova Scotia newspapers. Referring to the early journals of the province, Mr. Morgan stated that a Halifax gentleman informed him that he saw in the Legislative Library in the State House, Boston, a copy of a Halifax paper published in 1753, under the title (as Mr. M. understood of the *Mercury*). As this date was only four years after the settlement of Halifax, I thought there must be some mistake, and concluded to investigate the matter if possible. Soon after my arrival at Boston I mentioned this intention to my esteemed friend Mr. Charles E. Tard, of the Boston *Transcript*, and that gentleman kindly furnished me with a letter of introduction to Mr. C. B. Tillinghurst, Librarian of the Legislative Library. I at once proceeded to the State House, where I was most courteously treated by Mr. Tillinghurst, who, after a diligent but vain search after ancient Nova Scotia newspapers, accompanied me to the office of the Secretary of State (in the same building), who was equally obliging and equally unsuccessful in his search. Mr. Tillinghurst then gave me a note of introduction to the Hon. Samuel Green, of the Massachusetts Historical Society, Tremont street. Mr. Green was absent, but a gentleman to whom I made known the object of my visit, in a few seconds brought from an alcove a bound volume of old Nova Scotia papers dating as far back as 1752. The first paper in the collection was No. 1 of the *Halifax Gazette*, dated March 23, 1752, 'printed by John Bushnell, at the Printing Office in Graton Street.' The paper is about 15 by 15 inches in size, printed in one leaf of two pages, two broad columns to a page."

ELECTRIC CARS IN PARIS.

PARIS, Sept. 8.—The electric tramcar trial was successfully accomplished to-day by the French Electrical Power Storage Company. At three o'clock the vehicle, an ordinary three horse tramcar, left the Place de la Nation to the far east, and, after traversing the capital through the important thoroughfares, reached the starting point soon after six o'clock. A distance of thirty English miles was thus made in about three hours. The mute wonderment with which the soundless progress of the apparently animated car through the crowded streets was witnessed by the public may be imagined. There was not the slightest accident, and not a single horse shied throughout the entire route. Whenever there was an impediment, the driver, directed by M. Philippart, the manager of the Company, who was ever on the alert, had no difficulty in bringing the vehicle to a standstill at a second's notice. The ease with which the car was turned off one set of tram lines and got on to another across several yards of unsettled ground was likewise admirable. The locomotion is effected by means of Faure accumulators, weighing some fifty hundredweight, which are fixed under the tramway seats, and connected with a Siemens' machine placed under the floor. The machine, which makes twelve hundred revolutions a minute, sets in movement, by means of a pulley, an axle, to which are connected the wheels which give impulse to the wheels. These wheels revolve sixty times to twelve thousand revolutions of the machine. The speed of the electric tramcar is nine and one-third miles an hour on level ground, and five and a half miles an hour on an ascent. The present tram lines are not well adapted for the new locomotion. On the newer lines the movement was sufficiently smooth, but on those that have been laid for some time there was a marked difference, and the actual working force was considerably lower than the indicated horse-power. To-day's experiment, however—the first ever made over a long distance—fully proves the practicability of electric tramcars, and it may safely be predicted that before long they will take possession of the tram routes of the French capital. The estimated cost is one-half that of horse trams. The Company who made the trip to-day consisted of engineers and journalists. M. Ferdinand de Lesseps was among them. On Sunday next a trip will be made from Vincennes to Versailles.

A COTTON BROKER'S SUICIDE.—BOSTON, September 22.—On September 4th Fred P. Jenks, a well-known cotton broker, hired a room in the Tremont House, and took four bottles of a patent medicine containing a large proportion of opium. He was found nearly lifeless, and died on the 6th. Inquiry into his affairs showed that a note he had negotiated some time before for \$2,800, and due the day of his death, was a forgery. Other forgeries were discovered in rapid succession. It was also found he had appropriated and squandered \$6,500, entrusted to his guardianship by elderly females. The signature on the forged note was "T. W. Raphael," of Oakdale, which was also appended to another note for \$440. Jenks also negotiated a note for \$3,300, bearing the forged signature of S. Blaisdell, jr. & Co., Holyoke, and another for \$3,800 bearing a forged signature of Corn. R. Butter, of Taunton. The amount of his fraudulent paper is \$13,000. Unfortunate cotton speculation caused the trouble.

PROTECTION OF TRADE MARKS.—On the 1st of July last a new law came into force in Luxembourg for the protection of trade marks. The principal conditions are the following:—A trade mark is considered to be every mark which serves to distinguish a certain article, also the name of a person or firm applied for that purpose. In order to secure protection, the mark must be deposited with the

authorities. The applicant receives an official certificate with copy of the mark. The latter can only be used for one article especially mentioned. The application for registering must be accompanied with a remittance of 10 frs. If the applicant wishes to abandon his rights he must make a declaration to that effect. Foreigners whose native countries exercise reciprocity can obtain the protection; but when the protection expires in the native country, it also ends for Luxembourg. Marks which have not been properly registered will be declared illegal on the application of any one interested.

MYSTERIOUS MURDER OF A BABY.—Castleton, Vt., Sept. 23.—The funeral of Theron Goodwin's murdered baby took place this afternoon. Mrs. Goodwin fainted at the grave. The evidence thus far obtained and certain remarks dropped by Mrs. Goodwin strengthen the suspicion that she killed the child. Another clue was obtained this morning, which will be made the basis for issuing warrants for the arrest of two young men. The child was not on Friday night, while the father was out on Lake Umbagog fishing. He heard two reports of a pistol, and, returning home, found his wife prostrate with grief and the baby dead with a bullet hole in its head. Mrs. Goodwin said that a man fired at her through an open window and missed her. Then he entered the house, followed her into the room where the baby was sleeping, and, as she was leaning over the child, fired again, the ball missing her and entering the child's head. Another shot was fired, and she fell over on the bed. The man, supposing she had killed her, fled.

THE BRITISH BOARD OF TRADE RETURNS for the foreign trade of August show a slight increase in the exports over the previous month, though a decrease as compared with the same month last year. The imports exhibit an increase as compared with the preceding month, and a somewhat larger increase as compared with those for August of last year, the increase in the latter case amounting to 9.4 per cent. The imports for eight months of 1883, as compared with a like period in 1882, show an increase of £12,745,125, or 4.6 per cent. A like comparison in the case of exports exhibits a decrease in eight months of 1883 of £2,042,935, or 1.3 per cent. Turning to the details of the imports for August we find special increase in the items of oxen, bacon, timber and wool. A decrease of £0,000 in the imports of wheat is noticeable. This decrease was mainly in arrivals from America; the purchases from Russia and India showing an increase. The tables show a heavy decrease in the exports of pig, bar and railroad iron as compared with last year, the exports of pig for the month amounting to only £97,000, as against £253,000 in August of 1882. The shipments of cotton goods, on the other hand, show an increase.

AUCTIONEERS' COMMISSION.—In the case of Farebrother and others v. Cox, heard in the Queen's Bench, London, an interesting point was decided. The parties in the case were the well-known auctioneers, and Mr. Cox, picture dealer, of Pall Mall. Mr. Cox made an agreement with them by which, in consideration of their advancing him £2,000, he agreed to employ them as his auctioneers for the sale of his pictures and property at a fixed rate of percentage. At the sale most of the pictures did not reach the reserved prices fixed, and were bought in. The auctioneers claimed 7 1/2 per cent commission on all put up to auction, but defendant considered the amount due to be only 1 1/2 per cent, being the commission on the pictures actually sold. The Court held that the effect of the buying-in was only to postpone the sale, and until they were sold the auctioneer could not claim his commission. The attempt to prove a custom of a regular commission on lots bought in failed entirely, as Mr. Palmer, one of the defendants, himself admitted that the rate claimed varied with different firms. Judgment was therefore entered for the defendant, with costs.

SANDFIELD MACDONALD'S WILL.—A suit is now pending before the Chancery Division for the construction of the will of the late Hon. John Sandfield Macdonald upon a single point which now arises. By the will an allowance is made to the testator's youngest son, which is to be increased when the beneficiary arrives at a certain age upon condition that the executors approve his course of life up to that time. The time having arrived and the executors approving the beneficiary's conduct, the question arises whether the increased allowance is to begin from the date of the young man's majority or from the present time, some two or three years having elapsed since his majority. To construe the will upon this point a friendly suit is brought, in which Mr. G. S. Macdonald is plaintiff and the executors and the other beneficiaries are defendants. The question is purely one of law upon the construction of the will.—*Mail*.

A CHICAGO SCANDAL.—Chicago, September 21.—Before the adjournment of the Board of Trade to-day, the Secretary announced that some one on the floor had mutilated the signal service weather report. Alterations had been made in the figures, so as to report a contrary meaning to the one intended. Before the deception was discovered, a perceptible decline in corn resulted, a number of members losing thereby. The report stated that the indications pointed to frost on Friday or Saturday night in all the states north of Tennessee. Operators gathered about it when posted, and soon after it was noticed an interlineation had been made by an unknown person, and a line written on the margin to the effect that the statement in the bulletin had been contradicted. Not long afterwards the entire bulletin disappeared mysteriously. Some operators are interested in these bulletins. No steps have yet been taken towards an investigation.

Lost wealth may be replaced by industry; lost knowledge by study; lost health by temperance or medicine; but lost time is gone forever.

A Successful Company

Annual Meeting of the Canada Life Assurance Company.

A Magnificent Showing—The President's Address—Votes of Thanks to the President and Officers.

The thirty-sixth annual general meeting of the Canada Life Assurance Company was held at noon yesterday in the Company's offices on the corner of King and James Streets, Hamilton. There were present: Messrs. A. G. Ramsay, F. W. Gates, R. Hills, Walter R. McDonald, Joo. Stuart, James Turner, Dennis Moore, Adam Brown, Wm. Hendrie, Rev. Canon Innes, Col. C. S. Gzowski, A. D. C. to the Queen; John Riddell, W. F. Findlay, George A. Young, J. W. Marling, formerly superintendent of the company, now manager of the Quebec Branch; Geo. A. Cox, the representative of the company in Eastern Ontario; Warren Burton, Albert Rennie, Alex. Bruce and Hon. D. MacInnes.

Mr. A. G. Ramsay, the president and manager of the company, occupied the chair.

The minutes of the last meeting were read by the secretary, Mr. R. Hills, and approved.

The annual report was presented, as follows:

DIRECTORS' REPORT.

In coming before the shareholders in the company's new premises, on the occasion of their 36th annual meeting, the directors offer their hearty congratulations upon its completion and occupation. It affords the extended office accommodation which the company's largely increased business requires, and supplies the best class of fireproof vaults, necessary for the protection of the company's books and records. It will, moreover, give satisfaction to the shareholders to know that a most perfect burglar-proof strong room has been provided, to contain the debentures and other valuable securities in which the larger proportion of the company's funds and assets are invested, in place of the previous inefficient provision for them, which had long given the directors much cause for anxiety and apprehension. The convenience and eligibility of that portion of the building not at present necessary for the company's own purposes have led to its being readily leased, upon terms which make it a fair and prudent investment, and the attractions of the structure itself have called such a degree of attention to the stability and advantages of the company, as have greatly contributed to make the business of the past year the largest and most successful it has ever transacted.

The applications for assurance during the year to April 30 last were 2,534 for \$5,149,634, but of these 219 for \$373,900 having been declined, and 137 for \$244,000 not being carried out, the new assurances of the year were for \$4,534,734, under 2,178 policies, giving a new premium income of \$142,376 51.

The total sum assured at April 30 last, with bonus additions, amounted to \$30,139,094.99, under 16,425 policies, upon 13,279 lives.

The year's income as shown by the accounts amounted to \$1,140,337 72.

Claims by deaths during the year were upon 137 lives, under 163 policies, for the sum of \$329,735.72, while the mortality expected and calculated upon was for an amount of \$400,035.

The Company's assets have been increased during the year by the large sum of \$553,425.68, and amounted at April 30 last to \$5,617,632.33.

A dividend was paid to the shareholders during the year, at the rate of 15 per cent. per annum; and there was left at the credit of the proprietors' account the balance of \$101,818.90, as at April 30 last.

In accordance with the company's charter the following gentlemen whose names stand first on the list of directors, retire from the board, but are eligible for re-election: John Stuart, Esq., Dennis Moore, Esq., Wm. Hendrie, Esq., all of Hamilton; Geo. A. Kirkpatrick, Esq., M. P., Kingston; and A. G. Ramsay, Esq., Hamilton.

(Signed), A. G. RAMSAY, President.
R. HILLS, Secretary.

THE CANADA LIFE ASSURANCE COMPANY,
Hamilton, Ont., Sept. 19, 1883.

Statement of receipts and payments of the Canada Life Assurance Company for the 36th year, ending 30th April, 1883.

RECEIPTS.

To balance at 30th April, 1883.....	\$4,664,517 04
To premiums received on new policies and renewals.....	\$812,889 84
To extra risks.....	1,295 92
To fines.....	245 83
To interest earned on investments, and profit on sale of debentures, etc.....	335,906 13
	<u>1,150,337 72</u>
	\$5,844,854 76

PAYMENTS.

By expense account.....	\$ 152,726 04
By liens on half-credit policies (suspended) written off.....	307 20
By re-assurance premiums.....	4,631 64
By claims by death.....	\$289,650 90

By claims by matured endowment.....	9,187 50
By cancelled (purchased policies).....	298,838 49
By annuities.....	21,027 00
By profits of mutual branch—	648 00
" Bonus ".....	\$ 37,694 61
" Cash ".....	12,979 59
" Diminution of premiums ".....	84,513 28
	<u>135,087 48</u>
By dividends on stock.....	18,750 00
	\$ 632,015 83
By balance of assets as per general abstract of assets and liabilities.....	5,212,838 93
	<u>\$5,844,854 76</u>

(Signed), A. G. RAMSAY, President.
R. HILLS, Secretary.

THE CANADA LIFE ASSURANCE COMPANY,
HAMILTON, AUG. 7, 1883.

Audited and approved, (Signed), JAS. SYDNEY CROCKER, Auditor.

General abstract of assets and liabilities of the Canada Life Assurance Company as at April 30, 1883.

ASSETS.

Cash on hand \$394, and in banks \$65,182.39.....	\$ 65,577 33
Mortgages on real estate—	
Value on cash accounts.....	911,183 22
Debentures—value in account—	
City.....	\$ 496,720 76
County.....	267,573 34
Town.....	563,840 38
Township.....	379,153 44
Village.....	513,041 65
Harbor of Montreal.....	112,400 00
Ontario Government (Subsidy).....	4,317 41
Canadian Pacific land grant Bonds.....	483,250 60
	<u>2,820,351 01</u>
Bank stocks.....	215,721 25
Stock in loan companies.....	16,812 50
Loans on policies.....	369,875 80
Loans on stocks, &c.....	244,025 00
Ground rents (present value).....	18,671 93
Real estate, Hamilton, Montreal and Toronto properties.....	341,000 00
Liens on half credit policies in force.....	196,281 50
Office furniture.....	7,670 41
Suspense account.....	4,668 98
	<u>\$5,212,838 93</u>

OTHER ASSETS.

Cash in agents' and other hands, including receipts held by them for premiums which have since been accounted for.....	\$218,615 31
Half yearly and quarterly premiums secured on policies and payable within nine months.....	121,832 33
	<u>\$340,447 64</u>
Deduct 10 per cent. for cost of collecting.....	34,044 76
	<u>\$306,402 88</u>
Accrued interest on debentures, etc.....	98,390 52
	<u>\$5,617,632 33</u>

LIABILITIES.

Capital stock paid up.....	\$ 125,000 00
Proprietors' account.....	101,818 92
Assurance funds.....	4,202,107 70
Note.—From this falls to be deducted \$53,286.17, as it is paid for death claims not fully due, or for which claimants had not presented valid discharges at April 30, 1883, nearly all since paid.	
Assurance and annuity funds.....	90 83
Annuity funds.....	5,267 05
Profit funds, being declared profits upon mutual assurances.....	757,976 09
Note.—From this falls to be deducted \$15,548.87, as it is paid for vested profits on the above unpaid death claims, and "cash" and Dominion profits unpaid at April 30, 1883.	
Reserve profit on mutual policies.....	20,578 34
	<u>\$5,212,838 93</u>

(Signed), A. G. RAMSAY, President.
R. HILLS, Secretary.

THE CANADA LIFE ASSURANCE COMPANY,
HAMILTON, August 7, 1883.

Audited and approved, (Signed), JAS. SYDNEY CROCKER.

REPORT OF COMMITTEE ON INVESTMENTS.

We hereby certify that we have carefully examined and passed in detail the several securities specified in the

general abstract of the assets and liabilities to April 30 last, and find the same to be correct, and have also verified the balance of cash,

(Signed), F. W. GATES,
THOS. SWINYARD,
JAS. OSBORNE.

CANADA LIFE ASSURANCE COMPANY'S OFFICES,
HAMILTON, SEPT. 15, 1883.

AUDITOR'S REPORT, 1883.

To the President, Vice-President and Directors of the Canada Life Assurance Company.

GENTLEMEN—The several books of account of the Canada Life Assurance company, for the fiscal year ending April 30 last have been carefully examined by me and found to be correct; the receipts and payments being duly vouched and properly recorded, and the cash balance agreeing with the banker's statement, after deducting the outstanding checks.

The debentures, mortgages and other securities were produced and separately examined; they correspond with the schedules of investments herewith presented, and their totals also agree with the balances of the several investment funds as recorded in the company's ledger.

The accompanying statements of receipts and payments, and the general abstract of assets and liabilities, have been examined with the balances in the general ledger, and are certified as correct.

I remain, gentlemen, yours very faithfully.

(Signed) JAS. SYDNEY CROCKER, Auditor.

CANADA LIFE ASSURANCE COMPANY'S OFFICES,
HAMILTON, AUG. 7, 1883.

Mr. Ramsay then said:

GENTLEMEN: Upon the occasion of your first meeting in the company's new premises, it seems a fitting opportunity to glance very briefly at the history and progress of the institution since its establishment in 1847.

Of the twenty original founders of the company at that time, there are to-day, I regret to say only four alive; but I am happy to add that we have the good fortune to have still two of these gentlemen connected with it, as directors. I allude to Messrs. Nehemiah Merritt and James Osborne.

When the company was originated, 36 years ago, it was then, I believe, the only Canadian life office which had been attempted, and the public, very naturally deeming it an experiment of which the success was very far from certain, was slow to give it support and countenance. Its success was consequently in its early years, although sound and substantial as far as it went, but very limited and gradual, as a glance at the figures of each of the three 12 yearly cycles since 1847 indicates. These show, that in 1859, after twelve years' efforts, the income was but \$127,727, and the sums assured \$3,105,401. In 1871, after 24 years, the income had become \$355,437, and the sums assured \$8,309,111, while now in 1883, after 36 years, the income reaches \$1,150,338, and the sums assured, \$30,139,095.

The early figures of the business well indicate the difficulties with which a new institution of the kind had then to contend in inducing persons to appreciate the benefits of life assurance, and inspiring that public confidence in a novel Canadian enterprise, which was essential to make it successful. Your directors, however, felt that patient perseverance in a careful and prudent management combined with strictly just and liberal dealings with its assurers, would in due time secure its success, and the figures I have already given you amply prove that they have not been mistaken nor disappointed. In the past six years alone, our company has increased its income and sums assured to about twice what they were at the end of the previous 30 years, and the assets are to-day raised to \$5,617,632, or in these six years to about double what they were at the end of the 30 years referred to. These details prove the high degree of public confidence enjoyed by the company, and we cannot doubt that a continuance of the same principles and practices, which have already produced such successful results in the past, will yet further add to them in the future. Since the commencement of the company it has paid to the families and representatives of deceased assurers the large sum of \$2,766,786, and has thereby been the means of providing for many widows and children, who would otherwise have been left wholly destitute.

In addition to the payment of that large sum there has also been paid to assurers by way of profits a further amount of \$750,000, and over and above that there stands at their credit, bonus and other profits of the cash value of \$788,834, making a total cash profit allowed to policyholders, amounting to \$1,770,507.

The report and accounts before you contain, I think, such a clear exposition of the business of the past year as to render it unnecessary to trouble you by any lengthened remarks as to them, but there are some points in the progress of the year to which I may draw your attention, more especially as during it the company's success has so greatly exceeded that of any similar period.

You have been informed by the report that the year's new assurances reached the large amount of \$4,534,734. Such results indicate a most gratifying measure of success attained by the energetic labors of your agents and officers, who are thereby adding to the business of the company at the rate of over \$12,000 per day. These new assurances produce a corresponding new premium income of \$142,376.51, and thus add a larger sum to the income in that single year than the whole amount of income which had been secured at the end of the first 20 years.

The total income of the past year was \$1,150,337.72, or more than \$3,000 per day, and \$553,425.68 were added to the assets, bringing them up to a total of \$5,617,632.33. The death claims last year were, as might be expected, in excess of those of the previous year, but they were largely under what was anticipated and provided for, and I may mention that during so much of the current year as has already elapsed since May 1 last, the claims by death have been remarkably light, being just about one-half of what they were at the same date for the corresponding period of last year. Of course it is quite likely that such an extremely favorable state of matters in that respect may not continue to the end of the year, but it is in the meantime a favorable feature of which you will be pleased to learn. It is satisfactory to be able to point to the gradual decrease of the percentage of the company's expenses. It is already of quite a moderate amount, and it will continue to be further reduced from time to time, so far as that can be done consistently with the efficient conduct and extension of the business and the company's best interests. The next division of the profits takes place in 1885, and while I desire to speak with great caution and hesitation as to the probable result of that, avoiding any prediction as to it, for like the profits of any other business they may be affected one way or the other, by future circumstances which cannot be foreseen or foretold, I may say that an interim valuation lately made indicated that the profits of the past three years to April 30 last are at present nearly as large as those of the previous five years. I cannot close without alluding to the attractive and substantial building erected by the company, and in which you meet for the first time. While conspicuous for its perfect architectural style, as well as for a useful and artistic harmony of all its details, reflecting the highest possible credit upon the architect, Mr. R. A. Waite, its appearance and construction indicate that stability and permanence which are the chief characteristics of the company itself. Anything of a flimsy or sham kind in its construction has been studiously avoided, as being unworthy of the Canada Life's position and reputation. The safe and office accommodations, whole and handsome, have been at the same time made so ample as to insure that the requirements of the company in these respects will be fully met for a long period to come. I beg to move that the directors' report be adopted.

The president moved, seconded by F. W. Gates, the adoption of the annual report.

In seconding the motion, Mr. Gates spoke briefly of the report, and the satisfactory and magnificent result it showed.

The report was adopted. Mr. Adam Brown moved, seconded by Mr. Chas. Riddon a vote of thanks to the President and Directors for their attention to the interests of the company during the year. Motion carried.

Mr. Ramsay made a brief reply, thanking the shareholders for the vote of thanks, and saying that the affairs of the company were never in so satisfactory a state as at present, and never were prospects better for future success than now.

Col. Gzowski replied for the directors. He spoke of the ability with which Mr. Ramsay had always conducted the Company's affairs, of the close supervision he had always exercised over the business and of the careful and painstaking manner in which his duties had always been performed. For the directors he returned hearty thanks for the vote of thanks that had just been moved.

Mr. W. R. McDonald then moved, seconded by Mr. Henry McLaren, the appointment of Messrs. Riddell and Findlay as scrutineers of votes for the election of directors in room of the five retiring, and that the poll shall now be opened and be closed upon five minutes elapsing without a vote.

The poll was then opened and the voting proceeded with. The scrutineers reported the election of the following directors for a term of four years:—John Stuart, Esq., Hamilton; Dennis Moore, Esq., Hamilton; William Hendrie, Esq., Hamilton; George A. Kirkpatrick, Esq., M. P., Kingston; A. G. Ramsay, Esq., Hamilton.

Mr. A. G. Ramsay was re-elected president, and Mr. F. W. Gates, vice-president.

The meeting then adjourned.

LABOR AND CAPITAL.

The London Times expects a great struggle between capital and labor in the Lancashire cotton trade, as the operatives will resist the proposed reduction of wages which the cotton masters consider the present condition of the trade renders necessary. We have on this side a short cotton crop. The shortage is estimated at from one-half to a million bales as compared with last year. So large a percentage of loss would, if the cotton trade were in a normal condition, send prices up in this market much higher than they are. The drag on them is the condition of the trade for cotton manufacturers. All the markets of the world are glutted with the finished product. The English cotton masters are contemplating a reduction of wages, as the iron masters are doing here. There will be, probably, "a great struggle between capital and labor," as the Times puts it, on both sides of the ocean when the time comes to enforce the reductions.—Wall St. News.

PRICE OF SILVER DURING 35 YEARS.—In the 25 years preceding 1873 the yearly average price of silver in London ranged between 59½d. and 61 1-16d. per British Standard ounce or a variation of 4.8 per cent., whereas in the 10 years subsequent to 1872 the price ranged from 51½d to 59½d per ounce, a difference of 15.7 per cent. For the five years ended December 1871, the range was from 60 5-16d. to 60 9-16d. or a fluctuation of 0.4 per cent., while for the five years ended December 31, 1882, the range was from 51½d. to 52 9-16d. or a difference of 2.5 per cent.



IS SOLD EVERYWHERE.

OUR NEW MANAGER.

(From Chambers's Journal.)

IN FOUR CHAPTERS.—CHAPTER I.—(Continued.)

'What made him so terribly out of temper with you?' said Phil. 'Had you much of a quarrel before I came up?'

'Yes; we just about did have a row,' said the man. 'He killed poor Tiny, and he did it on purpose. If we had been in a quieter place, out on the Downs, for instance, I would have put him'—The man did not finish his sentence.

'What made him say you were a cardsharp and so on?' asked Phil, who regretted the indiscreet question the moment he had asked it.

'What made him say it!' echoed the man. 'Why, because I am one, that's why. I have been working the race-meeting down here, but with bitter bad luck. I have tried the cards; I have tried the purse-trick; I have tried all I know, but couldn't draw a coin from the stingy chawbacons about here. I lost every shilling I put on the horses; and now me and Tiny was on the tramp; and this pipe of tobacco what I was smoking was the last I had got, and neither me nor Tiny knew where to get our supper to-night nor our breakfast in the morning. But we had been in such a fix before this; and I would have gone without a meal for myself—and have done it, mister—before Tiny should have gone without his; and now he's dead. I always had a friend while he was alive, and now'—The tramp, for such he clearly was, faltered in his speech here, and under the pretence of pushing back his ragged hair, Philip saw him draw the cuff of his sleeve across his eyes.

'The young man hesitated a moment, then drawing half-a-crown from his pocket, offered it to the other. 'This is not a great deal,' said Phil; 'but it will help you to get a lodging for to-night, and to-morrow something may turn up.'

'Well!' exclaimed the tramp, after a pause of astonishment; 'I didn't expect this, mister—I didn't indeed. I'm very much obliged to you for it; but if you think I was working the oracle for this, in telling you what I did, I'm blessed if I want it. I don't, really. Sleeping in a barn is nothing fresh to me; and I shouldn't like you to think, though I am a thimble-rigger, that'

'O nonsense!' said Phil; 'I give it to you for poor Tiny's sake. I am fond of dogs myself, so I quite understand your sorrow at his death.'

'Thank you, mister; I thank you kindly for this half-crown,' said the man. 'But though you've got a feeling heart, you can't understand what I feel at losing this dumb creature. But if ever I get a chance of squaring it with that fellow'

'Come! don't talk such dangerous nonsense,' said Phil. 'I daresay he has forgotten all about you by this time; at any rate he did not come back with the police. You know you ought not to talk like that.'

'He's a bad one—a rank bad one, spite of his horse and his swell clothes,' retorted the other; 'and always was.'

'Always was!' repeated Phil. 'Have you ever seen him before?'

The man looked at Phil with a curious smile before replying, then said: 'Did you see me move out of the light when he said he knew me?—You did. Well, I didn't want him to recollect too much. P'raps he did see me on the racecourse; for, I tell you freely, I have been there with the cards; but p'raps he did not. It's just as likely he only thought he did. Directly I spoke to him and told him my opinion, before you was there, you know,

I saw a look come upon his face, as if he was trying to recall something he had seen or heard a good while ago.'

'Well, good-night,' said Phil; 'I wish you better luck and a better trade. Get out of Sandmouth anyhow.'

'Good-night, mister, and good-luck to you,' said the tramp. 'As to my trade, its pretty near all that is left to me. I think I saw you in a certain warehouse to-day; and if I am right, you will find there are people in other trades quite as bad as me. But you've got a kind heart, mister; and if ever I can do you a good turn, I will.' And with this they parted.

CHAPTER II.

THERE was excitement in the warehouses, the counting-house, and the whole of the realms under the sway of Messrs. More, Keeley & Co.; for on the day following the incidents with which our last chapter closed, it was understood that the new partner—the capitalist—would enter upon the management. None of the clerks had seen him save old Mr. Scamler, the head-clerk, who had met him at Mr. More's to give certain explanations as to the working of the business; so the staff were all agog to catch the first glimpse of the new emperor.

He was punctual, arriving exactly at the time indicated; but it so happened that Phil had gone round to the docks at the moment, so he did not see the triumphal procession—as one of his comrades called it—through the offices. His curiosity, however, if he felt any, was not long unsatisfied; for through the speaking-tube which led from the private room to the counting-house, there came a message desiring Mr. Hartley to attend.

The young man, who had expected some such notice in connection with his visit to the docks, went promptly in, and found all three of the old firm present, with a strange gentleman, and old Mr. Scamler in attendance. 'This is Mr. Philip Hartley, one of the best of our young people,' said Mr. More to the strange gentleman. Then addressing Phil, he continued: 'As this will be the last time I shall be in this room, on business at any rate, Mr. Hartley, I feel great pleasure in introducing you to Mr. Pike, and telling him that he will find in you a valuable servant.'

At this, of course, Phil bowed to the strange gentleman, and would have said a few words fitting to the occasion, but that he had been utterly taken aback by what he saw immediately upon entering the room. The new partner, Mr. Pike, was the horseman who had held the 'angry parle' with the tramp on the previous evening, and who had been within an ace of forcing a quarrel upon Phil, himself.

Mr. Pike, who raised his head and bowed in return, met the eye of the young clerk for an instant in full; it was but for an instant, and the dark stern features of the stranger were as unmoved as so much marble, yet an ominous feeling possessed Phil, and he could not help fearing that he was recognised, as certainly as he had recognised Mr. Pike. Yet there was a good deal to make this unlikely, for he had been on foot in the shade, and his voice had only once or twice been heard by the horseman; while the latter was far more conspicuous from being mounted and sitting in the direct line of the sunlight, and from having spoken a good deal. Although Phil stole several glances at the new partner during the interview, he could not detect the slightest approach to an expression of remembrance; nevertheless, he quitted the apartment with a very uncomfortable feeling, and a hearty regret that he should have stopped to listen to a road-side quarrel on the previous evening.

Of course there was a great deal of talk in the counting-house about the new master during the day; and the general opinion was that he would be a tight land, a screw, a tartar, with divers other uncomplimentary epithets all tending to the same description of character. A few days passed on, during which Phil saw or heard nothing to make him suppose that he had been recognised by Mr. Pike, so the ominous feeling referred to gradually faded, though it did not quite disappear.

The night for the concert arrived; and it need hardly be said that Phil was early in attendance at the Lower Down Road in order to convoy Miss Marian and her sisters—for two younger members of the family were to assist in the choruses—to the schoolroom. For this concert was by no means a grand affair, being purely a local, even a parochial display. Not but that it was of gigantic importance to the 'artists' engaged, all of whom, including Miss Darnett, had been nervous and excited for some weeks preceding. Marian had tried very hard to persuade Mrs. Vallens to come and hear the music; but although that lady took a great interest in her young friend's success, and was pleased to hear every little detail in connection with the concert, her reclusive-like habit could not be broken through, and she would not give the promise.

(To be Continued.)

IMPORTANT.

When you visit or leave New York City, save Baggage Expressage and Carriage Hire, and stop at the Grand Union Hotel, opposite Grand Central Depot.

450 Elegant Rooms, fitted up at a cost of one million dollars, reduced to \$1 and upwards per day. European Plan. Elevator. Restaurant supplied with the best. Horse cars, stages and elevated railroad to all depots. Families can live better for less money at the Grand Union Hotel than at any other first-class hotel in the city.

THE LAUREATE.—At Aldworth a haggard looking man had thrown aside his clay pipe, and is swaying backward and forward, dragging his fingers through his hair, and repeating to himself, 'Brown, town, down, gown, clown, crown, gown, town, down, Brown, clown,' &c. It is, Alfred Tennyson, Poet Laureate, and he is trying to get up a poem on the late lamented faithful servant of the British Empire.—Louisville Courier Journal.



PROSPECTUS.

Government of Canada Loan for \$4,000,000, 4 per cent. Currency Bonds.

The Minister of Finance for the Dominion of Canada is authorized to receive tenders for a loan of \$4,000,000 currency bonds...

This loan is issued under the authority of an Act of the Parliament of the Dominion of Canada...

The object of the loan is partly to provide for the payment of debt maturing or redeemable in the course of the current financial year...

The principal of the loan now offered is to be repaid at Ottawa in twenty years.

Subscribers will receive bonds to bearer, which may at any future time be converted into registered stock.

The subscription list will be opened on Wednesday the 17th day of October next, and will be closed on Saturday, the 20th day of October next...

Tenders must be made for not less than \$1,000, and in multiples of \$1,000.

The amount of the loan will be made up as soon as possible after the close of the subscription list...

Copies of this prospectus and forms of tenders can be obtained from the undersigned...

J. M. COURNEY, Deputy Minister of Finance.

Finance Department, Ottawa, September 21st 1883.

FORMS of TENDER for BONDS.

TENDER.

Government of Canada Loan for \$4,000,000, 4 per cent. Currency Bonds.

Amount tendered for \$.....Rate....per cent.

SIR,—I hereby tender for the sum of \$ nominal capital in the above mentioned issue in bonds to bearer...

Name.....

Address.....

Date.....

To the Honorable The Minister of Finance, Ottawa. 39-47



INTERCOLONIAL R.Y.

Dominion and Centennial Exhibition, ST. JOHN.

Excursion return tickets will be issued at single first class fare from all booking Stations to St. John, and they will be good to return up to, and including October 13th.

The sale of these tickets will commence September 27th, and continue until October 6th.

In addition to the attractions of the Exhibition amusements have been arranged for visitors. There will be a procession of Trades, a Military Review, Balloon Ascensions, Displays of Fire Works, and horse races.

D. POTTINGER, Chief Superintendent.

RAILWAY OFFICES, Moncton, N.B., Sept. 24th, 1883. 39-37

GRAND TRUNK R.Y.

TIES.

This Company is prepared to receive TENDERS for TIE between Richmond, Chaudiere and Doucet's Landing..... 120,000

Specifications and forms of tenders can be obtained on application to J. Y. Lloyd, Asst. Engineer, Richmond; A. Dow, The Inspector, Montreal; F. L. Williams, The Inspector, Baie-Vieille; or E. P. Hannam, Chief Engineer, Montreal.

Tenders on the printed form will be received up to OCTOBER 6th, 1883, addressed to

JOSEPH HICKSON, General Manager.

Montreal, September 15th, 1883, 39-27

SALE OF EXTENSIVE & VALUABLE TIMBER LIMITS AND MILL PROPERTY.

For the purpose of winding up the estate of the late B. Conroy, the undersigned will offer for sale by Public Auction, the Grand Union Hotel in the CITY OF OTTAWA, on

Wednesday, the 3rd October,

at the hour of TWO o'clock p.m., the Timber Limits on the River Madawaska and the Dechenes, St. and Flournoy, Mills, hereinafter described, with the appurtenances thereunto belonging, and the plant, stock and personal property therewith connected, more fully set out in the prospectus, and a general inventory of the same will be submitted at the time of the sale.

Total area..... 150,

Limits are well timbered; streams intersecting them fully improved. Are accessible by road and rail at all seasons of the year; within fifty miles of the Canadian Pacific Railway, and can be reached in two days' travel from the City of Ottawa.

The mill property known as the "Dechenes Mills" is situated in the Township of Hull, in the County of Ottawa, Province of Quebec, between the Village of Aylmer and the cities of Hull and Ottawa, on the line of the Canadian Pacific Railway, and comprises:

1st. An extensive three-story stone flour mill in first-class running order and in daily operation, with modern improvements.

2nd. Two saw mills, with five gang and circular saws, double and single butters and edgers, and lathes, picket and single mac lines, having a capacity of 25,000,000 feet, board measure, during a driving season—10 0,000 laths and pickets, and 8,000,000 shingles.

All these mills are in daily operation, and there is at present a large stock of logs in booms. There is a boom room for 50,000 to 60,000 saw logs and long timber.

Lumber yard adjoining mill is the most commodious and cheaply worked yard in the Ottawa Valley; has five railway tracks; capacity about 30,000,000; could at small cost be increased to 50,000,000.

Connected with these mills are a large number of cottages and boarding houses, at present occupied by about one hundred families, and affording ample accommodation for all the men required in and about mills and yards. Also, blacksmith and carpenters' shops, offices and other buildings.

The mill property comprises that certain piece of land in said township lying between the Canadian Pacific Railway on the north, the Ottawa river on the east and south, and the property of the Honorable Mr. Justice Law on the west as shown on a plan to be exhibited at the time of sale.

These mills are all driven by water, and in addition to the power at present there is considerable surplus power not now in use. There is a first-class force pump on the premises, with water pipes and hydrant through the yard.

This property was exempted from taxation for a period of twenty years from 1860. Possession of the mills will be given at the expiration of the present sawing season.

Possession of the lumber yard to be given as timber is shipped, but the purchaser to have all facilities necessary to handle the cut of the mill.

There will be from 40,000 to 50,000 saw logs and a quantity of long timber on hand at the close of this sawing season, wintering at Deschene Lake, to stock the mills next spring, which are to be taken by purchaser at a fair valuation.

Inspection of the foregoing properties is solicited.

Access to our books and the fullest information will be afforded to intending purchasers. Offers to purchase by private sale will be entertained.

Terms—cash or one third cash, one third in six and one third in twelve months, with interest at 6 per cent., approved security. Further particulars made known at the time of sale.

R. & W. CONROY.

Ottawa, 3rd September, 1883. 39-37

The Central Bank OF CANADA.

Incorporated by Special Act of Parliament of the Dominion.

Authorized Capital, \$1,000,000

Divided into 10,000 Shares of \$100 each.

HEAD OFFICE, TORONTO

Provisional Directors:

- DAVID BLAIN, Chairman. ROBERT HAY, M.P. H. P. DWIGHT. HENRY O'BRIEN. G. BLACKETT ROBINSON. SAMUEL TREES. A. MCLEAN HOWARD. JOHN GLINNY.

Cashier:

A. A. ALLEN,

(At present Manager of the Toronto Branch Ontario Bank.)

Solicitors:

ROBINSON, O'BRIEN & GIBSON,

63 Church Street.

Brokers:

SCARTH, COCHRAN & CO.,

32 and 34 Toronto Street, Toronto,

CASSELS, SON & CO.,

33 King Street East, Toronto.

CENTRAL BANK OF CANADA

The promoters of the Central Bank of Canada, in presenting this enterprise to the public, do so in the belief that the great increase of general business throughout the Dominion, renders the present period extremely favorable for the formation of a new bank.

The stocks of all the banks doing business in Toronto stand at a high premium, on account of the large rests they have accumulated, the satisfactory dividends they pay, and the great demand existing among our moneyed classes for such investments.

At no time in the history of the Dominion has the country made such rapid progress as it is now making, and is likely to make for some years to come. The construction of the Canadian Pacific Railway and other railways, and public works—the rapid opening up and settlement of Manitoba and the great North West—the establishment of new industries in many kinds in all parts of Canada, and the large influx of immigrants, many of them possessed of means, and who are settling to a considerable extent in Ontario—render necessary enlarged facilities for business by the provision of additional Banking Capital.

The standing, character, and reputation of the Provisional Directors of the CENTRAL BANK OF CANADA, and of the gentlemen selected by them to take the management of the Bank, warrant the belief that its initiation will be received with favor, and that made, cautious, wise and prudent management its success will not be less marked than that of any other prosperous institutions of similar kind.

It is the intention to place the whole capital on the market, and when the requisite amount has been subscribed, and 20 per cent. paid in, to commence operations. Ten per cent. to be paid on subscription, and ten per cent. on allotment, and further calls as business may require; provided that such calls shall be made at intervals of not less than thirty days, and not to exceed ten per cent. of each share subscribed. If more than the authorized capital is subscribed, allotments will be reduced pro rata.

Calls on Stock are to be paid at the Bank of Montreal and its Agencies, with whom arrangements for this purpose have been made.

Suitable premises for the bank have been secured on Yonge Street, immediately north of the Bank of British North America.

Stock Books have been opened at the offices of the under-mentioned, where further information respecting the Banks, copies of Prospectus, and forms of application for shares can be obtained.

SCARTH, COCHRAN & CO.,

32 and 34 Toronto Street, Toronto.

CASSELS, SON & CO.,

33 King Street East, Toronto.

Richelleu and Ontario Navigation Co'y.

CHANGE OF TIME.



Commencing MONDAY NEXT, OCT. 1st, the Steamers QUEBEC & MONTREAL will leave for Quebec at SIX o'clock P.M. instead of Seven.

ALEX MILLOY, L. A. SENECAI,

Traffic Manager. President. Montreal, 22nd Sept, 1883. 39-17

Grand Trunk R'y.

OLD MATERIAL FOR SALE.

TENDERS are invited for the following Old Material, which will be delivered at any point on the Grand Trunk Railway as may be agreed upon. It delivery is required in the United States the purchaser to pay duty.

AT MONTREAL:

Table listing materials for sale at Montreal with estimated quantities: Wrought Iron Scrap, tons 300; Wrought Iron Turnings, tons 8; Cast Sheet Iron, tons 6; Engine Fire Boxes, tons 4; Engine Boiler, tons 1; Steel Fish Plates, to 8, tons 8; Cast Spring Steel, tons 3; Steel Boiler Plate Cuttings and Punching, tons 5; Cast Spring Steel Clips, tons 2; Cast Steel, tons 1; Cast Spring Steel, tons 3; Cast Smoke Stack Netting and Shovels, tons 3; Cast Pipes, tons 4; Cast Metal Bearings with Brass Backs, tons 3; Steel Tires, to 8, tons 10.

AT STRATFORD:

Table listing materials for sale at Stratford: Cast Iron Borings, tons 3; Wrought Iron Turnings, tons 4; Cast Iron Scrap, tons 53; Cast Iron Bur & Grace Bars, tons 2; No. 1 Wrought Iron Scrap, tons 108; Cast Sheet Iron, tons 5; Steel Turnings, tons 3; Cast Spring Steel, to 8, tons 2; Cast Spring Steel Clipping, tons 2; Cast Spring Steel, tons 2; Steel Tires, to 8, tons 1.

AT BRANTFORD:

Table listing materials for sale at Brantford: Wrought Iron Scrap, tons 30; Cast Iron Scrap, tons 60.

AT HAMILTON:

Table listing materials for sale at Hamilton: No. 1 Wrought Iron Scrap, tons 220; No. 2 Wrought Iron Scrap, tons 5; Steel Tires, to 8, tons 12; Cast Sheet Iron, tons 4; Cast Steel, to 8, tons 4; Cast Turnings, tons 3; Cast Pipes, to 8, tons 4; Cast Pipes, to 4, tons 3; Cast Turnings, to 8, tons 4; Cast Boilers (Composite), tons 3; Cast Fish Plates, tons 8; Cast Rails, tons 210.

OLD MACHINERY:

Table listing old machinery for sale: No. 1 Planing Machine, #1; No. 2 Planing Machine, #1; No. 3 Planing Machine, #1; No. 4 Planing Machine, #1; No. 5 Planing Machine, #1; No. 6 Planing Machine, #1; No. 7 Planing Machine, #1; No. 8 Planing Machine, #1; No. 9 Planing Machine, #1; No. 10 Planing Machine, #1.

AT LONDON:

Table listing materials for sale at London: Old American made cast iron wheels, 1,720; Old Canadian made cast iron wheels, 2,112; No. 1 Wrought Iron Scrap, tons 40; No. 2 Wrought Iron Scrap, tons 10; Cast Sheet Iron, tons 6; Wrought Iron Axle Turnings, tons 8; Wrought Iron Borings, tons 5; Wrought Iron Scrap, tons 6; Cast Steel, tons 12; Cast Pipes, tons 5.

Parties desirous of tendering should satisfy themselves of the quality of the scrap, as no classification will be allowed after tenders are accepted.

No deduction or allowances will be given for dirt, grease, etc., or for any other reason, the purchaser to pay for the full gross weight and to accept the Company's weight.

Parties tendering for the scrap to give price per ton of 2,200 lbs.

Tenders endorsed "Tender for Scrap," and addressed to the undersigned, will be received on or before WEDNESDAY, 10th OCTOBER.

JOSEPH HICKSON, General Manager.

Montreal, 22nd September, 1883. 39-27

The Canada North West Land Co'y.

(LIMITED.)

NOTICE

Is hereby given that a Call of £1 Sterling per share, on the Capital Stock of this Company, has this day been made, payable on the

First Day of October Next,

at the Offices, of the Company, No. 65 King Street East, Toronto.

By order, F. J. GOSLING,

Secretary.

Toronto, September 7th, 1883. 37-37

COAL TRADE JOURNAL.

PUBLISHED EVERY WEDNESDAY. Established April 21st, 1869. It is the only paper in the United States entirely devoted to the interests of the coal trade.

Subscription price, \$3.00 a year.

F. E. SAWARD, Editor and Proprietor. 111 Broadway, New York.



Canadian Pacific R'y

EASTERN DIVISION.

THE ONLY FAST LINE,
THE ONLY DIRECT LINE

Only Thoroughly First Class Line
-TO-

OTTAWA,

The Capital of the Dominion,
AND THE GREAT LUMBER COUNTRY ON THE
UPPER OTTAWA RIVER.

Elegant and Luxurious Parlor Cars on all Day
Express Trains and Pullman Sleeping
Cars on Night Trains.

TRAINS LEAVE MONTREAL.

8.30 a.m.—Morning Express with Parlor Car
attached for Alexandria Springs,
Ottawa, Pembroke, Mattawa, and all
intermediate Stations.

5.40 p.m.—Evening Express with Parlor
Car attached for Ottawa, Brockville,
and all points west. Parlor Car to
Ottawa, and Pullman Sleeping Car to
Brockville, Toronto, Detroit and
Chicago.

6.00 p.m.—Accommodation Train for St.
Rochester, St. Jerome, St. Lin, and all
other stations by suburban summer
resorts East of St. Jerome.

The time given above, leaving Montreal, is
from Hochelaga Depot. Ten minutes later
from Mile End.

For Tickets Rates, seats in Parlor Cars, and
all information regarding passenger business
apply at Company's City Ticket Office

103 ST. JAMES STREET.

GEO. W. HIBBARD,
Asst. Gen. Pass Agt.

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

Montreal, June 1, 1883.

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 Ad-
ministrator, 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.

M. H. CAULT, M.P.,
President.

GEORGE W. CRAIG,
Manager.

Office: 181 St. James Street, Montreal.
September, 1st, 1883. 29-1r

THE SHAREHOLDERS OF

THE MOLSON'S BANK

Are hereby notified that a Dividend of
FOUR 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, and at its Branches, on and after the
First Day of October Next.

The Transfer Books will be closed from the
18th to 30th SEPTEMBER.

The Annual General Meeting
of the Shareholders will be held at the Bank
in this City, on

MONDAY, the 8th of OCTOBER NEXT,
at THREE o'clock in the afternoon.

By order of the Board,

F. WOLFERSTAN THOMAS,
General Manager.

Montreal, 30th August, 1883. 35-6r

**QUEBEC CENTRAL
RAILWAY.**

CHANGE OF TIME.

COMMENCING MONDAY, JAN. 26,
1883 Trains will run as follows:

	Express.	Mixed.
Lv. Sherbrooke for Beauce	8.20 A.M.	7.00 A.M.
Jct., Levis and Quebec	1.05 P.M.	8.45 P.M.
Arrive Beauce Junction	1.25 "	7.25 A.M.
Leave Beauce Junction	3.10 "	10.00 "
Arrive Levis	3.30 "	10.30 "
Leave Quebec for Beauce		
Jct., Sherbrooke and New		
England points—Ferry	11.30 A.M.	3.00 P.M.
Leve Levis	1.00 P.M.	3.30 "
Arrive Beauce Junction	2.45 "	6.20 "
Leave Beauce Jct.	3.00 "	7.50 A.M.
Leave Sherbrooke	7.15 "	3.15 P.M.
Arrive St. Joseph for Levis		
Arrives Levis		

Trains run on Montreal Time.

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

JAS. R. WOODWARD,
General Manager.

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

MANITOBA

AND THE

NORTHWEST.

FARMING LANDS

FOR SALE.

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

THE GREAT FERTILE BELT

FOR SALE.

and now offer

500,000 ACRES

in the

Townships already Surveyed.

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

Splendid Prairie Farms, Grazing

Lands and Wood Lots.

Prices range from \$3 to \$6 per acre, accord-
ing 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 Win-
nipeg and at Montreal.

C. J. BRYDGES,

Land Commissioner Hudson's Bay Co.

C. T. RYLAND & CO.,

Commission Merchants,

773 CRAIG STREET, MONTREAL,

OFFER FOR SALE:

PORTLAND KEROSENE

AND

MACHINE OILS.

The "Perfect" Paint Oil, manu-
factured by them, an excellent sub-
stitute for Linseed Oil. Sold retail
at Sixty cents per imperial gallon.

CARRATRACA MINERAL WATER,

IN BARRELS.

BLACKING IN GROSS BOXES.

PAINTS, WINDOW GLASS, &c.

Montreal, June 8, 1883.



SOUTH EASTERN RAILWAY

AND

Montreal and Boston Air Line

THE DIRECT AND BEST ROUTE TO
BOSTON,

Concord, Manchester, Nashua, Lowell,
Worcester, Providence,

and all points in NEW ENGLAND, also to
the EASTERN TOWNSHIPS, NEWPORT,
LAKE MEMPHREMAGOG, &c., and

THE ONLY LINE RUNNING THROUGH
THE WHITE MOUNTAINS TO
PORTLAND.

Winter Arrangements.

Trains leave Montreal as follows—

9.00 A.M.—Day Express, with Parlor Car
attached, for Boston, via Concord, Man-
chester, Nashua and Lowell; also for Portland,
via White Mountains.

5.00 P.M.—Local Train for St. Stead,
Warren, Bedouard, Frelighsburg and all in-
termediate stations, with through connection
for Springfield and all points on the Connecti-
cut River line.

6.30 P.M.—Night Express for Boston and
New England Points, with Pullman Palace
Sleeping Car attached.

This train will stop only at principal
stations.

Baggage checked through and passed by the
Customs at Bonaventure Depot.

For Tickets and all information, apply at
102 St. James Street, Windsor Hotel or Bon-
aventure Station.

F. A. MACKINNON, BRADLEY BARLOW,
Asst. Manager. Pres. & Gen. Mgr.
November 6th, 1882.

North Shore Ry.

CHANGE OF TIME.

COMMENCING ON

Monday, Sept. 17th, 1883,

Trains will run as follows:—

STATIONS.	Expr's	Mall.	Mixed.
Lv Montreal for Quebec	10.00 A.M.	3.00 P.M.	
Arrive at Quebec	6.30 P.M.	9.00 "	
Leave Quebec for Montreal	10.00 A.M.	9.15 A.M.	
Ar at Montreal	6.30 P.M.	4.05 P.M.	
Leave Quebec for Three Rivers			
Arrive at Three Rivers			
Lv Three Rivers for Quebec			
Arrive at Quebec			
Lv Montreal for St. Felix de Valois			6.15 P.M.
Ar at St. Felix de Valois			8.20 "
Lv St. Felix de Valois for Montreal			5.00 A.M.
Ar at Montreal			8.50 "

Magnificent Palace Cars on the two
Express Trains.
Sunday Trains leave Montreal and Quebec
at 9.00 a.m. and 4 p.m.

All Trains run by Montreal time.

In connection with the Grand Trunk and
Canada Atlantic Railways.

GENERAL OFFICES—QUEBEC.

TICKET OFFICES:

143 ST. JAMES STREET, } MONTREAL.
WINDSOR HOTEL, }
OPPOSITE ST. LOUIS HOTEL, QUEBEC.

A. DAVIS,
Superintendent.

Sept. 14, 1883.

The Royal Canadian

(FIRE AND MARINE)

INSURANCE CO.

President

ANDREW ROBERTSON.

Vice-President:

HON. J. R. THIBAudeau

JAMES DAVISON,
Manager.

ARTHUR GAGNON,
Secretary-Treasurer.

HEAD OFFICE:

160 ST. JAMES ST. MONTREAL.

CANADA SHIPPING COMPANY.

BEAVER LINE OF STEAMSHIPS.

SUMMER ARRANGEMENTS.

DIRECT SAILING BETWEEN

Montreal and Liverpool.

And Connecting by Continuous Rail at Mont-
real with all important places in
Canada and the West.

The Steamers of the Line are intended to
be despatched as follows from MONTREAL
for LIVERPOOL direct:

LAKE CHAMPLAIN, T. Jackson... Sept. 12.
LAKE HURON, W. Benson... Sept. 19.
LAKE NEPIGON, H. Campbell... Sept. 26.
LAKE WINN PEG, M. Stewart... Oct. 3.
LAKE MANITOBA, G. B. Scott... Oct. 10.
And every Wednesday thereafter.

RATES OF PASSAGE:

Cabin, from Montreal to Liverpool, \$50.00;
Steerage, \$27.50. 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 850
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.

MONTREAL

BRASS WORKS.

Robert Mitchell & Co.,

MANUFACTURERS OF

ENGINEERS,

PLUMBERS, AND

GASFITTERS GOODS, &c.

Friedman Injector.

CIRCULARS ON APPLICATION.

14 1/2m

**Commercial
Stationery.**

A Complete Assortment of OFFICE and
MERCANTILE STATIONERY.
Bank, Insurance, Steamboat and Railway
work a specialty.

JOSEPH FORTIER,
Manufacturing Stationer,

Blank Book Maker, &c., &c.,

258 St. JAMES ST.

MONTREAL.

THE STANDARD LIFE ASSURANCE COMPANY.

ESTABLISHED 1825.
HEAD OFFICES:
 EDINBURGH, - - - Scotland.
 MONTREAL, - - - Canada.

TOTAL RISKS, [over] \$99,000,000
 ACCUMULATED FUNDS, 29,500,000
 ANNUAL INCOME 4,000,000
 or over \$10,000 a day.

CLAIMS PAID IN CANADA 1,400,000
 INVESTMENTS IN CANADA 1,700,000

Total Amount paid in Claims during the last 8 years over FIFTEEN MILLION DOLLARS, or about \$5,000 a day.

CLAIMS settled in Montreal, giving to this Company all the advantages of a local office, with the benefits of an extended business and connection otherwise.

FIXED SURRENDER VALUES.—See report submitted to Annual General Meeting of the Company, held 26th of April, 1870.

LOANS ADVANCED on Mortgage of Policies to the extent of the office value.

W. M. RAMSAY,
 Manager for Canada.
 Montreal, January 25, 1883. 4-1r

The Molsons Bank.

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

DIRECTORS:
 Hon. THOS. WORKMAN, M.P., President.
 J. H. E. MOLSON, Esq., Vice-President
 S. H. EWING, Esq. | R. W. SHEPHERD, Esq.
 Hon. D. L. MACPHERSON | A. F. GAULT, Esq.
 MILES WILLIAMS, Esq.
 F. WOLFFSTAN THOMAS, - Gen'l Manager
 M. HEATON, - - - - - Inspector.

BRANCHES:
 Aylmer, Ont., Menford, St. Thomas
 Brockville, Montreal, So. 1, P. Q.,
 Clinton, Morrisburg, Toronto,
 Exeter, Owen Sound, Trinton.
 Ingersoll, Ridgetown, Waterloo, Ont
 London, Smith's Falls

AGENTS IN THE DOMINION.
 Quebec—Merchants' Bank of Canada and Eastern Townships Bank.
 Ontario—Merchants' Bank of Canada, Dominion Bank, Federal Bank and their Branches.
 New Brunswick—Bank of New Brunswick.
 Nova Scotia—Halifax Banking Company and its Branches.
 Prince Edward Island—Union Bank of P. E. I., Charlottetown and Summerside.
 Newfoundland—Commercial Bank of Newfoundland, St. Johns.

AGENTS IN UNITED STATES.
 New York—Mechanics' National Bank, Messrs. Morton, Bliss & Co., Messrs. W. Watson and Alex. Lang; Boston, Merchants' National Bank; Messrs. Kidder, Peabody & Co.; Portland, Casco National Bank; Chicago, First National Bank; Cleveland, Commercial National Bank; Detroit, Mechanics' Bank; Buffalo, Farmers' and Mechanics' National Bank; Milwaukee, Wisconsin Marine and Fire Insurance Co. Bank; Helena Montana, First National Bank; Fort Benton Montana, First National Bank.

AGENTS IN EUROPE.
 London—Alliance Bank (limited), Messrs Glyn, Mills, Currie & Co.; Messrs. Morton, Rose & Co.
 Liverpool—The National Bank of Liverpool.
 Antwerp, Belgium—La Banque d'Anvers.
 Collections made in all parts of the Dominion and returns promptly remitted at lowest rates of exchange.
 Letters of credit issued available in all parts of the world.

Blank Books!

LARGE STOCK always on hand.
 Special patterns to order on short notice

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

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

President: Sir W. P. HOWLAND, C.B., K.C.M.G.
Vice Presidents: Hon. WM. McMASTER. WM. ELLIOT, Esq.

Directors:
 Hon. JAS. MACDONALD, M.P., W. H. BEATTY, Esq. M. P. RYAN, Esq., M.P.
 Halifax. EDWARD HOOPER, Esq. S. NORDHEIMER, Esq.
 Hon. T. N. GIBBS, J. HERBERT MASON, Esq. W. H. GIBBS, Esq.
 ROBT. WILKES, Esq. JAS. YOUNG, Esq., M.P.P. A. McLEAN HOWARD
 Hon. ISAAC BURPPE, M.P. F. A. BALL, Esq. Esq.
Actuary: C. CARPMAEL, M.A., F.R.A.S., late Fellow of St. John's College, Cambridge.

Managing Director: J. K. MACDONALD.
Manager for the Province of Quebec: H. J. JOHNSTON.

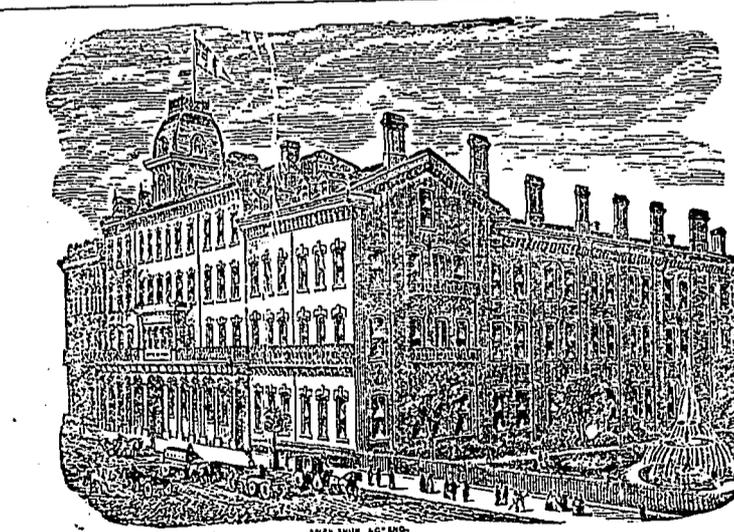
The Far-Famed & Popular Summer Resort
St. Lawrence Hall, Cacouna.



This Far-Famed and Popular Summer Resort, owned by S. WADDELL, Esq., of Montreal, who has spared no expense to make this Hotel the most comfortable on the Lower St. Lawrence, will be opened for the reception of guests on or about the 15th JUNE.

MR. JOHN KENLY who has had the management of this Hotel for many years and who is well and favorably known by the travelling public, takes charge again this season. Rates, &c. given on application.

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



The Queen's Hotel, - - - Toronto, Canada.
 McGAW & WINNETT, Proprietors.
 Patronized by Royalty and the best families. Prices graduated according to rooms.

The Queen's Royal, - - - Niagara, Can.
 McGAW & WINNETT, Proprietors.

Tecumseh House, - - - London, Canada.
 McGAW, WINNETT & MOORE, Proprietors.

INSURANCE.
THE LIVERPOOL & LONDON & GLOBE Insurance Company.

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

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

Mercantile Risks accepted at the lowest our rates.
 Dwelling Houses and Farm Properties insured at reduced rates.

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

NORTH BRITISH AND MERCANTILE FIRE AND LIFE INSURANCE CO.
 ESTABLISHED 1809.
 Subscribed Capital - - £2,000,000 Stg

FINANCIAL POSITION OF THE CO'Y
 1.—FUNDS AS AT 31ST DEC., 1878.
 Paid-up Capital, £350,000 Stg.
 Fire Reserve Fund, 791,577 "
 Premium Reserve, 305,005 "
 Balance of Profit and Loss Account, 57,048 "

Life Accumulation, 2,852,567 "
 Annuity Funds, 30,080 "

2.—REVENUE FOR THE YEAR 1878.
 From Fire Department:
 Fire Premiums and Interest, £970,160
 From Life Department:
 Life Premiums and Interest, £438,787
 Int'nt, &c. on Annuity Funds, 12,010 "

Total Revenue, £1,420,957 "
 or, \$6,944,420.73

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

Head Office for the Dominion in Montreal
MACDOUGALL & DAVIDSON,
 19-ly General Agents.

THE FEDERAL BANK OF CANADA.

Capital Paid-up, - - \$2 700,000.
 Rest, - - - - - 1,300,000.

BOARD OF DIRECTORS:
 S. NORDHEIMER, Esq., President,
 J. S. PLAYFAIR, Esq., Vice-President,
 Wm. Galbraith, Esq. E. Gurney, Jun., Esq.
 G. W. Torrance, Esq. Benjamin Cronyn, Esq.
 John Kerr, Esq.
 H. S. STRATHY, Cashier.
 J. O. BUCHANAN, Inspector.

Head Office, - - - TORONTO.
 Branches:—Aurora, Chatham, Guelph, Hamilton, Kingston, London, Montreal, Newmarket, Petrolia, Simcoe, St. Marys, Strathroy, Tilsonburg, Winnipeg and Yorkville.
 Bankers and Agents:—New York—American Exchange National Bank. Boston—The Maverick National Bank. Great Britain—The National Bank of Scotland. 9-1r

Scarth, Cochran & Co.,
STOCK BROKERS, TORONTO.
 (Members of Toronto Stock Exchange.)
 W. B. SCARTH, I. L. SCARTH, R. COCHRAN

—:—
 All stocks bought and sold for cash or on margin.
 Daily cable quotations received of Hudson's Bay, North West Land Co., &c., &c.
 Orders by letter or telegraph receive prompt attention. 16-1r

GRAND TRUNK R.Y.

On and after MONDAY OCTOBER 1st, the following changes in the train service will take effect:—

EAST.

Express train leaving Montreal at 7.30 a.m. for Portland will be discontinued.

The Express train leaving Portland at 9 a.m. will run only to Gorham and will be discontinued between Gorham and Montreal.

WEST.

The local train leaving Montreal at 6.15 p.m. for Vaudreuil and the return train from Vaudreuil at 7.20 a.m. will also be discontinued.

JOSEPH HICKSON, General Manager.

Montreal, September 19th, 1883. 38



Notice to Contractors.

SEALED TENDERS addressed to the undersigned and endorsed "Tender for Examining War-house, Montreal," will be received at this office until WEDNESDAY, the 17th OCT. next, inclusively, for the erection of

ADDITION TO EXAMINING WARHOUSE

— AT —

MONTREAL.

Plans and specifications can be seen at the Office of J. N. Ison, Esq., Architect, Montreal, and at the Department of Public Works, Ottawa, on an after MONDAY, the 1st October.

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

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

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

By order, F. H. ENNIS, Secretary.

Department of Public Works, Ottawa, 28th Sept., 1883. 30-2w



Notice to Contractors.

SEALED TENDERS addressed to the undersigned and endorsed "Tender for Breakwater, Prince Arthur's Landing," will be received until THURSDAY, the 25th day of October next, inclusively, for the construction of a

BREAKWATER

— AT —

PRINCE ARTHUR'S LANDING, THUNDER BAY.

According to a plan and specification to be seen on and after Thursday, the 4th October at Prince Arthur's Landing, on application to L. B. Archibald, Esq., Superintendent Canadian Pacific Railway, and at the Department of Public Works, Ottawa.

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

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

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

By order, F. H. ENNIS, Secretary.

Department of Public Works, Ottawa, 18th Sept., 1883. 39-4w

TO SHAREHOLDERS IN JOINT

Stock Companies and Speculators in Stock.—THE SHAREHOLDER, 769 Craig Street, Montreal now in its fourth year, is a valuable journal for all interested in money matters. Buyers and Sellers of Stocks recommended to first-class brokers, who buy and sell only on orders received, and do not speculate themselves. The safety of money remitted to brokers, recommended by THE SHAREHOLDER, guaranteed by the Proprietor. Subscription, \$3 per annum, in advance.

Owen Sound Steamship Line,

IN CONNECTION WITH TORONTO, GREY & BRUCE RAILWAY.

SS. AFRICA leaves Owen Sound EVERY THURSDAY, at 10 p.m., for SAULT STE. MARIE and all intermediate ports.

SS. MARGNE leaves Owen Sound EVERY SATURDAY, at 7 p.m., for SAULT STE. MARIE and PORT ARTHUR direct.

All information as to Rates for Passengers and Freight can be obtained at the Company's Office, 374 Notre Dame Street, Montreal.

P. M. S. EVENSON, General East. Agent, Montreal. D. McNICOLL, General Passenger & Freight Agent.

DOMINION SALVAGE AND WRECKING COMPANY.

HEAD OFFICE:

No. 26 HOSPITAL STREET, MONTREAL.

The powerful wrecking steamer "Relief," with Wrecking Cable, Anchors, Steam Pumps, Hydraulic Jacks, Surf Bats, &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.



JACQUES CARTIER UNION RAILWAY COMPANY.

NOTICE is hereby given that a SPECIAL GENERAL MEETING of the Shareholders of the Jacques Cartier Union Railway Company will be held at the Company's Office, in the City of Montreal, at ONE o'clock p.m., on

Monday, 8th day of October, 1883,

to consider, and if deemed proper, to approve a certain agreement between the Nor H Shore Railway Company and the Jacques Cartier Union Railway Company resp cting the working and use by the former Company of the said Jacques Cartier Union Railway Company's line.

Also to consider and authorise the issue of the First Mortgage Bonds of the Jacques Cartier Union Railway Company to the extent of \$2,000,000, bearing interest at the rate of Six per cent. per annum, and to authorize the creation of a mortgage on all the Estate, real and personal of the Company, securing the payment of the said bonds and the interest thereon.

By order, ROBERT WRIGHT, Secretary & Treasurer. Montreal, September 20th, 1883. 38-3w

COBOURG CAR WORKS.

ALL KINDS OF

RAILWAY CARS

Manufactured

AT THE

SHORTEST NOTICE.

Warranted to give satisfaction. Applications regarding terms may be sent to

JAMES CROSSEN, Cobourg, Ont.

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.

Table listing ship names and departure dates: SERVIA (Wednesday, Sept. 26), SCYTHIA (Oct. 3), GALLIA (Oct. 10), BOTHNIA (Oct. 17), PAVONIA (Oct. 24), SERVIA (Oct. 31), SCYTHIA (Nov. 7), PALLIA (Nov. 14).

and every following Wednesday from New York.

RATES OF PASSAGE—\$60, \$80 and \$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.

Table showing shipping routes and tonnage: Montreal (3,284), Dominion (3,176), Texas (2,700), Quebec (2,700), Mississippi (2,680), Brooklyn (3,600), Toronto (3,284), Ontario (3,176), Sarnia (3,850), Oregon (3,850), Vancouver (5,700).

DATE OF SAILING.

Table of sailing dates from Quebec to Liverpool: TORONTO (1st Sept), SARNIA (8th Sept), MONTREAL (15th Sept), ONTARIO (22nd Sept), OREGON (29th Sept), DOMINION (6th Oct).

RATES OF PASSAGE.

Cabin.—Quebec to Liverpool, \$50, \$60, \$65 and \$80; Return, \$90 \$117 and \$144, according to steamer and berth. Intermediate, \$40; Steerage, \$24. Pre-paid Steerage Tickets issued at the lowest rates.

These steamers carries neither Cattle or Sheep. Through Tickets can be had at all the principal Grand Trunk Railway Ticket Offices in Canada, and Through Bills of Lading are granted to and from all parts of Canada.

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

DAVID TORRANCE & CO.,

September 1, 1883. Exchange Court. 8-1r

FAIRBANKS STANDARD SCALES,

Removed to their New Warehouse.

BUY ONLY THE GENUINE.

FAIRBANKS & CO., 377 ST. PAUL STREET, MONTREAL.

STEAMSHIPS.

ALLAN LINE.



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

CANADIAN AND UNITED STATES MAILS.

1883—Summer Arrangements—1883.

THIS COMPANY'S LINES ARE composed of the undernoted First-class, Full-powered Clyde-built, Double-engine Iron Steamships. They are built in water-tight compartments, are unsurpassed for strength, speed and comfort, are fitted up with all the modern improvements that practical experience can suggest, and have made the fastest time on record.

Table listing vessels, tonnage, and commanders: VESSELS, TONNAGE, COMMANDERS. Includes ships like Parisian, Sardinian, Polynesian, etc.

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

The Steamers of the LIVERPOOL LONDON DUNDERRY AND QUEBEC MAIL SERVICE, sailing from Liverpool every THURSDAY, and from Quebec every SATURDAY, calling at Louth Foyle to receive and land Mail and Passengers to and from Ireland and Scotland, are intended to be despatched

FROM QUEBEC:

Table of shipping routes from Quebec: Polynesian (Sept. 29), Peuvian (Oct. 6), Parisian (Oct. 13), Sarmatian (Oct. 20), Sardinian (Oct. 27), Chretilan (Nov. 3), Polynesian (Nov. 10).

RATES OF PASSAGE FROM QUEBEC.

Cabin.....\$70 and \$80 According to accommodation. Intermediate.....\$40 Steerage.....\$25

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

Table of shipping routes from Quebec to Glasgow: Grecian (Sept. 30), Grecian (Oct. 7), Buenos Ayrean (Oct. 14), Hanverian (Oct. 21), Manoban (Oct. 28), Corean (Nov. 4), Grecian (Nov. 11), Buenos Ayrean (Nov. 18).

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

FROM HALIFAX:

Table of shipping routes from Halifax: Hibernian (Monday, Oct. 8), Caspian (Monday, Oct. 22), Nova Scotian (Monday, Nov. 5).

RATES OF PASSAGE BETWEEN HALIFAX & ST. JOHN'S. Cabin.....\$20 Intermediate.....\$15 Steerage.....\$6

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, 51 Quai D'Orleans, Havre; Alexander Hunter 7 Rue Scribe, Paris; Aug. Schmitt & 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, 50 Great Clyde street, Glasgow; Allan Bros., James street, Liverpool; Allan, Rae & Co., Quebec; Allan & Co., 72 La Salle street, Chicago; H. Bourlier, Toronto; Leve & Aiden, 27 Broadway, New York, and 5 State Street, Boston. Or to

H. & A. ALLAN, 80 State Street, Boston, and 25 Common Street, Montreal. September, 1883.

THE DOMINION BANK.

Capital, \$1,500,000. Rest, \$850,000

Directors:

JAMES AUSTIN, President.
 HON. FRANK SMITH, Vice President.
 James Crowther, Edward Leaday,
 E. B. Osler, James Scott,
 Willmot D. Matthews.

Head Office, - Toronto

Agencies at Brampton, Belleville, Cobourg, Lindsay, Napanee, Oshawa, Orillia, Uxbridge, Whitby and Queen Street, Toronto, corner of Esther Street.

Drifts on all parts of the United States, Great Britain and the Continent of Europe bought and sold.

Letters of Credit issued available in all parts of Europe, China and Japan.

COCHRANE, CASSILS & CO.,

BOOTS & SHOES

WHOLESALE,

Cor. Craig and St. Francois Xavier St.

MONTREAL, Que.

M. H. COCHRANE. CHARLES CASSILS

WILLIAM DOW & CO.

BREWERS AND MALTSTERS.

Superior Pale and Brown Malt, India Pal

and Other Ales, Extra Double and Single

Stout, in wood and bottle.

Families Supplied.

THE FOLLOWING BOTTLERS

only are authorized to use our labels, viz

THOS. J. HOWARD, 516 Dorchester street.

JAS. VIRTUE, 414 Lymer street.

THOS. FERGUSON, 162 St. Elizabeth street.

WM. BRISOP, 556 Ontario street.

THOS. KINSELLA, 144 Ottawa street.

GEO. W. HAMILTON,

STOCK BROKER,

7 ST. NICKOLAS ST.

Member Montreal Stock Exchange. Stocks and Bonds bought and sold.

AGENT

NORWICH UNION FIRE INS. SOCIETY,

OF NORWICH, ENGLAND.

24-1r

W. MACKENZIE

STOCK BROKER,

Member of the Montreal Stock Exchange

98 ST. FRANCOIS XAVIER ST.

PELLATT & PELLATT,

HENRY PELLATT, HENRY MILL PELLATT.

STOCK BROKERS,

40 KING STREET EAST.

[Members of Toronto Stock Exchange.]

AGENTS

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.

Grand Trunk R'y.

ST. HYACINTHE LOCAL TRAIN.

The Local Trains leaving St. Hyacinthe 7.15 A.M., arriving in Montreal at 8.55 A.M., and leaving Montreal 5.10 P.M., arriving in St. Hyacinthe 8.45 P.M., heretofore running only during the summer season, will be continued during the coming winter for the convenience of residents at and between the points mentioned.

JOSEPH HICKSON,

General Manager.

Montreal, August 17th, 1883. 24

NORTH AMERICAN LIFE ASSURANCE COMPANY.

(Incorporated by Special Act of Dominion Parliament.)

Head Office, 23 Toronto Street, Toronto.

HON. ALEX. MACKENZIE, M.P.,

Ex-Prime Minister of Canada, President,

WM. McCABE, F. I. A., Eng.,

Managing Director.

HON. ALEX. MORRIS, M.P.P.,

Ex-Lieut.-Gov. of Manitoba, Vice-President.

JOHN L. BLAIRIE,

Pres. Can. Landed Credit Co., Vice-President.

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

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

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

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

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

MONTREAL LOCAL DIRECTORS:

HON. D. A. MACDONALD, Ex Lieut.-Governor of Ontario.
 Ho. J. R. THURAUDEAU, Senator.
 ANDREW ROBERTSON, Esq., President Montreal Harbor Trust.
 HON. H. MERCIER, M.P.P., Ex-S. J. General.
 JOHN McGOUGALL, Esq., Manufacturer.
 A. DESJARDIN, Esq., M.P., President Jacques-Cartier Bank.
 THOMAS WHITE Esq., M.P.
 W. H. HINGSTON, Esq., M.D.
 E. P. LACHAPPELLE, Esq., M.D., Prof. Laval University.

GEO. FORBES, Manager Prov. of Que.,

MONTREAL OFFICE: - - - - - 185 ST. JAMES STREET,

THE CANADIAN PACIFIC RAILWAY COMPANY.

AMENDED LAND REGULATIONS.

The Company now offer lands within the Railway Belt along the main line at prices ranging from

\$2.50 Per Acre Upwards,

with conditions requiring cultivation.

A rebate for cultivation of from \$1.25 TO 3.50 PER ACRE, according to price paid for the land, allowed on certain conditions.

The Company also offer lands WITHOUT CONDITIONS OF SETTLEMENT OR CULTIVATION.

The Reserved Sections

Along the Main Line as far as Moose Jaw, i. e., the sections within one mile of the Railway, are now offered for sale on advantageous terms, but only to parties prepared to undertake their cultivation within a specified time.

THE HIGHLY VALUABLE LANDS IN SOUTHERN MANITOBA, allotted to the Company South of the Railway Belt, have been transferred to the CANADA NORTH-WEST LAND COMPANY, to whom intending purchasers must apply. These include lands along the South West Branch of the Canadian Pacific Railway which will be completed and in operation this season to Regina on the International Boundary, and Westward to Pembina Mountain, also lands in the Districts of the Souris, Pelican and White Water Lakes and Moose Mountain.

Terms of Payment--Canadian Pacific Railway Lands.

Purchasers may pay one-sixth in cash and the balance in five annual instalments with interest at 6 PER CENT. per annum, in advance.

Parties purchasing without conditions of cultivation, will receive a deed of conveyance at time of purchase, if payment is made in full.

Payments may be made in LAND GRANT BONDS which will be accepted at 10 PER CENT. PREMIUM on their par value, and accrued interest. These Bonds can be obtained on application at the Bank of Montreal, Montreal; or at any of its Agencies.

FOR PRICE AND CONDITION OF SALE and all information with respect to the purchase of the Railway Company's Lands, apply to JOHN H. McTAVISH, Land Commissioner, Winnipeg.

By order of the Board,

CHARLES DRINKWATER, Secretary.

MONTREAL, 22nd January, 1883.

WESTERN ASSURANCE COMPANY.

FIRE AND MARINE. Incorporated 1851.

CAPITAL AND ASSETS.....\$1,746,640 32
 INCOME FOR YEAR ENDING 31st DECEMBER, 1882.....1,602,422 45

HEAD OFFICE, -TORONTO, ONT.

A. M. SMITH, President.

J. J. KENNY, Managing Director.

JAS BOOMER, Secretary.

24-1r

RAILWAYS.

CENTRAL VERMONT RR.

GREEN MOUNTAIN ROUTE.

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

Three Express Trains daily to Boston with Pullman Buffet Parlor and Sleeping Cars attached.

TRAINS LEAVE MONTREAL.

7.15 a.m. DAY EXPRES S for Troy, Albany, New York, Springfield and Boston, via Fitchburg.

8.00 a.m. FAST TRAIN and WHITE MOUNTAIN EXPRESS, arriving Montreal at 12 Noon, Wells River 3.10 p.m., and Fabyans 5.40 p.m., Boston, via Concord, Manchester, and Lowell, 6.30 p.m., Worcester 7.3 p.m., New London 9.55 p.m., New York via W. R. Junction and Springfield at 11.30 p.m.; also to Waterloo.

5.00 p.m. NIGHT EXPRESS for New York via Troy, arriving 4.45 next morning. Also to Waterloo and Wagon.

7.30 p.m. NIGHT EXPRESS for Boston arriving via Lowell 8.30 a.m., via Fitchburg 9.00 a.m. For Greenfield, Northampton Holyoke and Springfield, without change; to New London, Hartford, New Haven and New York.

GOING NORTH.

NIGHT EXPRESS via Troy leaves New York at 8.30 p.m. arriving Montreal 8.20 a.m.

New York, Boston and White Mountain trains leave New York 8.00 a.m., Troy 1.30 p.m., Boston via Fitchburg 8.00 a.m., via Lowell 9.00 a.m., Fabyans 1.30 p.m., Wells River 3.15 p.m., Montpelier 5.50 p.m., and arrive Montreal 9.50 p.m.

FAST TRAIN leaves Boston via Lowell 1.00 p.m., arrives Montreal 11.00 p.m., with Pullman Buffet Parlor Car to Montreal and Sleeping Car to Chicago WITHOUT CHANGE.

Night Express leaves Boston at 8.00 p.m., via Lowell, 8 p.m., via Fitchburg, and New York at 4.30 p.m., via Springfield arriving in Montreal at 10.00 a.m. This train stops at St. Albans 3 minutes for breakfast.

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

A. C. STONEGRAVE,

Canadian Passenger Agent.

Boston Office, 200 Washington street.

New York Office, 271 Broadway.

S. W. CUMMINGS, J. W. HOBART,

General Passenger Agent, General Supt.

St. Albans, Vt., August, 1883.

INTERCOLONIAL RAILWAY.

1883 SUMMER ARRANGEMENT, 1883

Commencing June 25, 1883.

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

Leave Point Levis.....	8.00 A. M.
Arrive Riviere du-Loup.....	12 15 P. M.
Cacoursa.....	12 41 "
Trois Pistoles.....	1.22 "
Rimouski.....	3.07 "
Little Metis.....	4.03 "
Metepedia.....	6.55 "
Campbellton.....	7.23 "
Dalhousie.....	8.00 "
Bathurst.....	9.50 "
Newcastle.....	11.32 "
Moncton.....	2.05 A. M.
St. John.....	6.00 "
Halifax.....	10.00 "

These Trains connect at Chaudiere Curve with the Grand Trunk Train leaving Montreal at 10.15 p.m., and at Campbellton with the Steamer "ADMIRAL" sailing Wednesday and Saturday mornings for Gaspe, Percé, Passabec, &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, Metepedia, Restigouche, Bay Chaleur, Gaspe, Prince Edward Island, and all places 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,

186 St. James Street,

(Opposite St. Lawrence Hall,) Montreal.

D. POTTINGER,

Chief Superintendent,

Moncton, N. B., 25th June, 1883.

ST. LOUIS HOTEL,

THE RUSSELL HOTEL CO., PROPRIETORS.

WILLIS RUSSELL, President, Quebec.

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

THE BELL TELEPHONE CO. OF CANADA.

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.

No. 12 Hospital St., Montreal.

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

CLENDINNEN'S STOVES!

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

WROUGHT-IRON RANGES BEST MATERIAL, MOST SCIENTIFIC CONSTRUCTION.

MR. CLE 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. 15

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. GOUIN, Proprietor.

OTTAWA, February 18th, 1882.



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.

THE SUN Life Assurance Company of Canada.

"LIBERALITY and SECURITY."

The only Company in America issuing Unconditional Life Policies.

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

ASSETS, - - - - - about \$7,000,000.

LIFE AND ACCIDENT ASSURANCE.

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

THE MARITIME BANK

OF THE

Dominion of Canada.

Head Office, - - - - - ST. JOHN, N.B.

Paid-up Capital, - - - - - \$670,800.

BOARD OF DIRECTORS.

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

AGENCIES.

FREDERICTON—A. S. Murray Agent. WOODS-ROCK, N.B.—G. W. Vanwart, Agent.

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

CANADA PERMANENT LOAN & SAVINGS CO.

Incorporated, A.D. 1855.

Paid up Capital..... \$2,000,000 Reserve Fund..... 1,000,000 Total Assets..... 7,350,000

OFFICE:

Company's Buildings, Toronto St., Toronto.

DEPOSITS RECEIVED at Current Rates of Interest, paid or compounded half-yearly.

DEBENTURES ISSUED in Currency or Sterling with Interest coupons attached payable in Canada or in England. Executors and Trustees are authorized by law to invest in the Debentures of this Company.

MONEY ADVANCED on the security of Real Estate on most favorable terms.

MORTGAGES & MUNICIPAL DEBENTURES PURCHASED.

J. HERBERT MASON, Manager.

1883 SEA BATHING 1883 SAGUENAY.

The Tadousac Hotel

Situated at the mouth of the far-famed RIVER SAGUENAY, will be OPENED on

Tuesday, 19th June,

for the reception of FAMILIES, TOURISTS, ROYAL and GUN and YACHTSMEN, &c., &c. The amusements combine Ten Pins, Billiards, Croquet, Lawn Tennis, Football, Quizzes, &c., &c.

The Bathing facilities are superior to any on the St. Lawrence, being within 200 yards of the Hotel, and possessing the prettiest and safest beach below Quebec.

Yachts, Chaloers and Row Boats can always be had on application at the office.

Terms reasonable; special rates for season Two Months. Telegraph, Omnibus, Pleasure Vehicles, all in connection with the Hotel.

All communications addressed to the Manager will have strict attention. JAMES FENNELL, TADOUSAC HOTEL, Tadousac.

RICHELIEU AND ONTARIO NAVIGATION CO.

1883. 1883.

The Steamers of this Company between MONTREAL and QUEBEC

Will hereafter 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 10 o'clock p.m., from Montreal. North Shore Railway tickets good on the above steamers.

STEAMERS BETWEEN

Montreal and Hamilton

will commence on TUESDAY, the 19th inst., to leave daily (Sundays excepted) from the Canal Basin, at 9 a.m., and Lachine on the arrival of the train leaving Bonaventure Station at noon and at Coteau Landing by the 5 o'clock train from there for Prescott, Kingston, and Toronto connecting there with railways for the West and North-West, and with steamers for Niagara Falls, Buffalo, &c.

THE THOUSAND ISLANDS.

The steamers leaving here Tuesdays, Thursdays and Saturdays, will pass through the American Channel, calling at Alexandria Bay, Thousand Island Park, Round Island and Clayton. And the leaving on Mondays, Wednesdays and Fridays, will pass through the Canadian Channel of the Thousand Islands, calling at Gananoque.

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

Steamer ST. FRANCIS, Capt. CAMERON, leaves the Canal Basin for Valleyfield and intermediate stations, at 2 o'clock P.M., and Lachine on arrival of 5 o'clock Train from here, on Tuesdays and Fridays.

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

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

Steamer TERREBONNE, Capt. LAFORCE, leaves daily (Sunday excepted) at 3 p.m. for Vercheres, calling at Foucheville, Varennes and Bout de l'Isle. For L'Assomption on Mondays, Tuesdays, Wednesdays and Saturdays; and for Coaticook on Mondays, Tuesdays, Thursdays and Saturdays.

COMPANY'S TICKET OFFICES, where state-rooms can be secured:—From R. A. DICKSON, 13 St. James Street; at the Ticket Office, Canal Basin, and at the Company's Ticket Office, Richelieu Pier, foot of Jacques Cartier Square. ALEX. MILLOY, Traffic Manager. L. A. SENECALE, President. General Office 228 St. Paul Street. Montreal, June 18th, 1883. 19

Pure Air! Pure Air!

THE BELGIL MOUNTAINS, ST. HILAIRE, P.Q.

THE IROQUOIS HOUSE,

having been greatly enlarged and re-furnished can now accommodate 400 guests, and will be opened for the Season 1st June. It is only one hour by G.T.R. from Montreal. Good Bathing, Fishing and Boating.

Greatly reduced rates for June CAMPBELL BROS. 16

THE DOMINION

Savings & Investment Society, LONDON, ONT., CANADA.

Incorporated, A. D. 1872.

Capital, - - - - - \$1,000,000.00 Paid Up, - - - - - 864,982.86 Reserved Fund, - - - - - 140,000.00 Contingent Fund, - - - - - 2,696.54

SHARES, \$50 EACH.

Directors:

WILLIAM DUFIELD, Esq., President. Proprietor of London Gas Light Company.

NATHANIE REID, Vice-President. Or W. J. Reid & Co., Wholesale Grocery Merchants.

James Cattermole M. D. Colin Munro, Esq., Sheriff of Elgin.

Hugh Moore Esq., Merchant Dundas, Robt Reid, Esq., Collector of Customs London

Jas. A. Blair, Esq., London. Duncan C. Nelson, Esq., Cashier Bank of Toronto, Toronto.

John Lewis, Jr., Esq., of Rice, Lewis & Son, Toronto.

H. S. N. Riddor, Esq., of Northrop & Lyman, Wholesale Druggists, Toronto.

Geo. Boyd, Sr., Esq., Toronto.

Bankers:

THE FEDERAL BANK OF CANADA.

Solicitor:

E. JONES PARKE.

Manager:

FRANK B. LEYS.

Office: Richmond St., London, Ont., Canada. 15

THE Ontario Investment Association, (LIMITED) OF LONDON, ONTARIO.

Capital Subscribed, - - - - - \$2,650,000 Reserve Fund, - - - - - 500,000 Contingent Fund - - - - - 4,106 Invested, - - - - - 1,871,859

DIRECTORS:

Chas Murray, Manager Federal B., President. Samuel Crawford, Esq., Vice-President.

H. Cronyn, Barrister. W. R. Meredith, Q.C. Daniel Macle Esq. C.F. Goodhue, Barrister John Labatt, Brewer J. B. Strathy, Esq. J. Elliott, Manufacturer Hugh B. Die, Esq. I. Banks, Secretary W.A. Fitzgerald, President Imperial Oil Co

This Association is authorized by Act of Parliament to Loan Money on Real Estate secured by Mortgages; buying and advancing Money upon School, Municipal and other Debentures, and Public Securities, and the Debentures of the various Building and Loan Societies, Investment Companies, and other Societies and Companies of this Province, and has the largest Reserve Fund of any Company in Western Ontario.

HENRY TAYLOR, Manager.

OFFICE: Richmond Street, London, Ont. 15

GRAND TRUNK RY AND CANADA ATLANTIC.

CHANGE OF TIME.

On and after MONDAY, the 20th Instant, the morning Express for Ottawa, which now leaves at 9 a.m., will leave at 9.10 a.m.; and the Afternoon Train, now leaving at 4.35 p.m., will leave at 4.40 p.m.; arriving at Coteau at same time as before, viz:—10.10 a.m. and 5.35 p.m.

JOSEPH HICKSON, General Manager.

Montreal, August 17th, 1883. 34

The Shareholder

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Law, Banking and other institutions, 20 cents per line. Liberal contracts made. Single copies of the paper, 10 cents.

Correspondence on financial matters solicited. No information dishonestly obtained required.