

THE CANADIAN MONETARY TIMES

AND INSURANCE CHRONICLE.

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

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TORONTO, THURSDAY, OCTOBER 15, 1868.

SUBSCRIPTION
\$2 A YEAR.

Mercantile.

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ARCHITECTS AND CIVIL ENGINEERS, Building Surveyors and Valuers. Office corner of King and Jordan Streets, Toronto.
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MANUFACTURERS, Importers and Wholesale Dealers in Boots and Shoes, Leather Findings, etc., 8 Wellington St. West, Toronto, Ont.

Meetings.

NARROW GAUGE RAILWAYS.

A Public Meeting was held in the St. Lawrence Hall, Toronto, on the 13th inst., and for the purpose of considering the propriety of granting a bonus of \$250,000 towards the construction of the Toronto, Grey and Bruce Railway, and \$15,000 to the Toronto and Nipissing Railway. The Mayor occupied the chair, Mr. Chas. Robertson acted as Secretary. There was a large attendance of the citizens.

Mr. Jas. G. Worts, President of the Board of Trade, rose and moved the first resolution affirming the desirability of the proposed roads in the interests of this City, the districts through which they are to pass, and the Province at large. Mr. Worts proceeded to refer to the gradual growth of the city from a muddy little village to its present proportions. He also dwelt upon the advantage of the existing railways to the trade of the city, and the sums voted by Toronto for their construction, and for building the Esplanade. The city could well afford to give the sums asked, and in proof of that he pointed to the rapid progress in building and the steady increase in the value of property. Hamilton had agreed to give \$112,000 in Great Western Railway stock to build a railroad, not into Hamilton, but from Guelph to Elora, and the nearest point of that road would be 40 miles from Hamilton. If, then, Hamilton could afford to give that sum for such a purpose, what could Toronto afford to give for 70 miles of railway north-east and 70 miles north-west, and both terminating in the city? It was estimated that the increase of taxes, resulting from granting the proposed bonuses, would amount to only \$1.50 on every \$1,000 of assessment. Though the amount was large he, as the largest tax-payer in the city, was willing and glad to give it. He thought the smaller ratepayers would say the same. The money could be raised in Canada, excepting that they would have to go to England for the railroad iron. As a consequence they would not have to send large sums out of the country every year to pay interest, as was the case with other public works. He pointed out, in concluding, that it was the railways of Chicago that made her what she is, giving her such facilities for bringing forward the produce of the country to a shipping port. This trade largely contributed to make her what she was—the largest grain market in the world.

Ald. Manning seconded the resolution, and ably supported it at considerable length. It was then put to the meeting and unanimously carried.

Mr. Wm. Gooderham moved the second resolution, specifying the amount of the bonus, and requesting the Council to submit By-laws to the people, authorizing the appropriation.

Mr. John Crawford seconded the resolution, and argued in support of it at some length.

Mr. John Gordon, of Gordon & McKay, also supported the resolution. One reason he did so, was because the city would be directly benefitted to an incalculable extent, and because the control of them would be left among themselves: to all intents and purposes the roads would be Canadian, raised of money in Canada, for the good of Can-

ada, and managed by Canada men, in Canada. He concluded by urging them to aid the scheme with the subscription asked.

Ald. Medcalf and Mr. John Nasmith spoke in support of the resolution, and Mr. A. Fleming and James Beatty, M. P., against, when, on being put to the meeting, it was carried unanimously.

After three cheers for the Queen the assemblage dispersed.

Mining.

THE STEVENS FLUX.

A correspondent of the Chicago Tribune writes as follows:—

Fluorine, one of the components of fluor, and likewise of the residuum from the cryolite, is a gaseous material. Its usefulness in smelting quartz ores has been known in Freiberg for many years, and has been there turned to practical account. Fluor spar is found in quite a number of veins in Saxony, and in particular abundance in the royal mine Chur Prinz, near Freiberg. The boys, who break and sort the ores raised from this mine, receive 2½ groschen, about 5 cents of our money, for each hundred weight of fluor spar separated pure from the mineral and gangue. The fluor spar thus obtained is used in smelting, simply and solely in order to volatilize a portion of the quartz in the form of fluor silicic acid; while the calcium remaining combines with another portion of quartz and forms a slag, which runs or is tapped off. The residuum from cryolite would act in a precisely similar manner and might be used with advantage in smelting certain quartz ores, provided it cost little or nothing; for many ores it would be worse than useless. Even if it were as useful as its advocates claim, it could not be used with profit, for the simple reason that the cost per ton of its transportation to any of our new territories would alone be greater than the average yield of the quartz. For example, a ton of the flux laid down here in Montana would cost not less than \$40, and we can, with such a yield in gold, return a clear profit of at least \$25 per ton of ore, and, further, smelting is a process adapted only to those localities where labour fuel and all materials are attainable at the lowest prices, and solely for lead and copper ores. In England, in Germany, and, in general, on the continent of Europe, common labor receives twenty-five cents to fifty cents of our money for a full day's work of twelve hours at the furnaces. In Mexico, likewise, the common laborer is content with 25 cents to 37½ cents per day; good miners receive in the lowlands 50 cents per day; or for three holes, each sixteen inches in depth, and in the mountains 62½ cents, and in rare instances 75 cents for a like amount of work. In none of the above mentioned localities is the cost of living excessive. On the other hand, in California and Nevada miners and mill hands receive from \$2.50 to \$4 coin per day, and are often hard to be got even at the latter figure. Here in Montana \$5 currency is the ordinary per diem, except during winter, when good hands are forced to work at prices varying from \$40 to \$60 per month and board. Hence it is that all successful mining and reduction have, up to the present time, been confined to such ores as are workable without excessive handling. That is to say,

amalgamation has been successful, and smelting, except for the very richest ores, unsuccessful. California has expended thousands in attempting to smelt such of her ores as could not be amalgamated, and the result has been, in an economical point of view, uniformly unfavorable; technically, the smelting has been all that could be wished for—the metal or regulus has separated clearly from the slag, and the precious or useful metals have been obtained as perfectly as in any of the European works, but it has always failed to pay. And why? For the simple reason that in smelting, too much handling, too much manual labor was required. This is an obstacle which time will overcome, but in a manner the reverse of agreeable to the laborer. The amalgamation, on the other hand, is almost entirely accomplished by machinery; a few attendants only being required to overlook the tireless stamps and the obedient grinders in the pans. Mines yielding free gold may be worked to a profit in California, under favorable conditions as to size of vein, proximity to lines of easy communication with the great cities, etc., when the yield per ton is only \$5; and on the average, in the State, when the ores contain about \$15 per ton. Free gold in Montana may, also, be worked to a profit where the average yield is about \$15 per ton.

If the metal be locked up in sulphurets of iron, (pyrites), it may be very satisfactorily extracted by roasting and by Plattner's chlorination process, which would not cost, under average conditions, to exceed \$20 per ton.

Amalgamating silver ores must contain at least \$30 per ton to cover the cost of extraction, and that only where a preliminary roasting is not required. When the latter is the case they may cost from \$6 to \$10 per ton extra for calcining.

Lead ores, which contain silver, can only be reduced by the smelting process, and must contain at least \$60 per ton to pay expenses under the now existing conditions. In the new Territories, the lead now produced is practically valueless, since the cost of transportation to a market renders competition with the lead regions of the West impossible. This, more than any other circumstance, renders smelting the least desirable. It is true that, by the fire process, there is saved a greater percentage of the precious metals contained in the ore, but, as an offset, there is required a far greater expenditure of labor and a more frequent reworking of the by-products. The amalgamation has, we may say, no by-products which require a reworking. The tailings are frequently of sufficient value to warrant a rehandling, particularly where the ore is rich in sulphurets. These, by the action of the moisture and oxygen of the atmosphere, aided frequently by a small addition of common salt, become decomposed and the contained precious metal or metals then readily lend themselves to the process of amalgamation.

To return, however, to the flux of Stevens. It is stated "that sulphuretted ores, which, by common process, yielded \$300 per ton, were by smelting with the cryolite residuum, made to yield \$1,400 per ton." The report is not sufficiently definite; it does not state in what form the gold was reduced nor in what metal, probably lead, the reduced gold was collected. That the gold was obtained at once in a button of the pure metal is improbable, not to say impossible, and the same or greater advantages as a flux might, with better reason, be conceded to pure soda, litharge or borax. Most absurd and illogical of all is the statement in regard to the 2,500 lbs. of Aekworth ore from the State of Georgia. According to the mint assay, there was contained the sum of \$22 per ton, and this miraculous flux succeeded in extracting \$431 per ton. In such a case we have a choice between two conclusions; that is either the mint assay was incorrect, or that Colonel Stevens has discovered the true philosopher's stone, and can put gold where nature has not been so accommodating; or to make use of an expressive vulgarism, Colonel Stevens is able to "extract blood from a turnip."

It is worse than absurd to credit the flux with these superhuman capabilities, and the conditions of the experiment are not stated in sufficient detail to render it worthy of more than passing criticism. The report further states that "the flux is efficacious in detaching the gold from the sulphurets of iron and copper, and that to the presence of fluorine is due the remarkable fluidity of the melted mass, which allows the unoxidized metals to sink to the bottom of the crucible in clean detached globules." All this is entirely an error. If the gold be free there is no need or smelting, and if in combination, the fluorine of the flux will not separate it. On the contrary, the fluorine attacks the quartz preferable to the sulphurets, and eliminating one portion of the quartz as fluoric acid sets the calcium free to unite with another portion of the quartz to form a slag. The metals, whether free or combined with sulphur, will sink to the bottom, and in the latter case, will form a matter which must be subjected to a new treatment before the precious metals can be obtained free. To bolster up the flux, the name of Dr. A. A. Hays, of Boston is introduced, who indulges in some glittering metallurgical generalities in regard to smelting with the flux, with or without common salt. Dr. Hays is doubtless a good practical chemist; but his remarks in regard to smelting with salt shew an entire misconception of the uses of that material. Salt has been used in smelting sulphurets, and then only with a view to making the matter more easily breakable; the sulphide of calcium formed in the process of reduction, is a deliquescent body; draws water from the atmosphere, and, as a result, the matter crumbles to powder, at the same time emitting sulphuretted hydrogen. It has always been found too expensive an adjunct to be at all universally introduced; and if too costly where labor is very cheap, it would be still more applicable to our territories, where labor is so high.

In fine, whatever may be the merits of the cryolite residuum, salt, &c., as a laboratory flux, they have only a very circumscribed applicability, and even then would certainly yield the preference to borax or litharge, which, in a far wider sense, may be nominated universal fluxes. Sulphuret, yielding gold well up in the hundreds, are quite the exception, and for such Plattner's chlorination process affords the best and speediest method of reduction. Quite a number of such works are now in operation in California with uniformly favorable results.

Colonel Stevens has made a "mountain of a mole hill," and his so-called discovery might as well, for all practical purposes, be at once "consigned to the tomb of the Capulets."

THE CHLORINATION PROCESS.—This process, which is spreading rapidly in California, and has proved profitable in every case where there was a good supply of sulphurets and management by competent men, is to be introduced in Arizona. A gentleman familiar with the process has gone to erect a furnace at the Sterling mine, near Prescott, and it is reported that a contract has been made that if the rock yields well to chlorination, certain gentlemen of San Francisco shall buy the mine for \$80,000. There is a lode, ten feet thick, full of metallic sulphurets, and near the surface it yielded a large amount of free gold, as much according to rumour, as \$500 per ton. A mill, however, with the common apparatus for amalgamation failed to pay after the decomposed quartz had been worked, and all the attempts made to extract the gold from deep-lying sulphurets have failed. If chlorination succeeds with one it is supposed that Arizona will come right up, for there is more quartz in one county of that territory, than half of California. The gold, however, is found in connection with the sulphurets of lead and Antimony, and will not be caught by the copper plate or quicksilver. The quartz lodes have the same general character throughout the Territory, being highly mineralized.

MINING LAWS.—As the Gold Mines have become an acknowledged branch of industry and one of the main sources of revenue to the Province, it behoves the Government to foster them in every way by protecting the rights of honest miners and giving increased security and encouragement to investors. Among the improvements which suggest themselves or from time to time have been suggested to us, we enumerate the following, though some of them have been already noticed:

In order to test the depth to which quartz mining may be extended, the Government might meet half the expense of carrying down a shaft to eight hundred feet; the other half being borne by the principal Gold Mine proprietors in the Province.

Now, with an accumulation of evidence in its favour, the prosecuting a deep search in this country is no lottery, but rather a duty owing to science and investors; it is more than probable that good paying ore would be met with in the descent which would cover the whole cost of the experiment; and, even, if it did not, the knowledge to what depth the quartz veins may be safely followed is one of such pressing importance that it can hardly be too dearly purchased. To abolish royalty, and sell the land in fee simple; or exact royalty from net profits, only. To credit mine owners with the full amount of work executed by them in the Province. A mine owner may have several interests in one field; or in different districts, one of which only, may call for his preference or attention, and though upon that one he may have performed one hundred times more labour than was necessary, he is still liable for a certain amount of work for each other area not in the same lease. Again, one year a company's means may be absorbed in erecting machinery, building dams, &c., and other dead work; and yet the excess of labour beyond the statute requirements will not be taken into consideration in the next year's account with the Dominion. Not to issue a prospecting license for private lands, until the owner has had fourteen days notice of the application. Not to issue a receipt for mining leases on private lands, until the application can show the owner's consent. To encourage prospecting and substantially reward discoverers. The single free claim is often no better than a white elephant. To abolish all small areas. To have lithographed maps for each district. To appoint a registrar in every proclaimed district, and in the unproclaimed to have, always, an acting deputy commissioner. To publish statistics regularly and frequently. To modify the form of statistics so as to give fuller information. To compel mining records. To institute fees for search or enquiry at the Mines Department Offices. To purchase the best quartz specimens that may be found, and to preserve them in the country. To engage the professors of Geology at the Provincial Colleges occasionally to visit and report upon the districts.—From *Heatherington's Guide to the Gold Fields of Nova Scotia*.

COAL MINING.—The Montreal Gazette says:—A company is being formed in this city for the purpose of developing and working a newly-discovered coal deposit at Pictou. This deposit has been examined and favourably reported on by Sir WILLIAM LOYAN, and lies along the track of the Pictou extension railway, in the immediate vicinity of the intercolonial mine. The capital of the new company, which is to be called "The Pictou," has been fixed at \$50,000, and a considerable portion of the amount has already been subscribed for.

—The Huron Copper Bay Company has declared a dividend of 15 per cent for the half year, making 45 per cent for the year, payable on November 6th. Transfer books will be closed from 12th of October to the 4th November.

—New fish rails are being laid on some portions of the Port Hope and Beaverton Railway. The embankment at Galloway Bridge is almost completed.

Insurance.

INSURANCE MATTERS IN MONTREAL.

(From a Correspondent.)

MONTREAL, Oct. 13, 1868.

The Quebec press and the *Daily News* of this city, are engaged in a controversy respecting the Fire Marshalship of Montreal, arising out of the action taken by the Corporation following on the Insurance agents petitioning the Local Government to abolish the office. I send you the proceedings taken at a meeting of the Insurance Companies held on Thursday. There were present: Mr. Wood, of the *Etna*, (Hartford,) in the chair; Messrs. Routh, Royal; Johnson, North British and Mercantile; Rose, Commercial Union; Forbes, *Queen*; Stephens, London; Hobbs, Lancashire; Smith, Liverpool and London and Globe; Bethune, Home and Western; and Muir, of the Citizen. It having been explained that the object of the meeting was to consider whether some combined action should not be taken by the Insurance Companies to discover the cause of the recent numerous incendiary fires, and to endeavour to put a stop to the same. After the consideration of the subject, it was

Resolved,—That a reward of \$500 be offered by the Insurance Companies doing business in this city for such information as will lead to the arrest and conviction of the party or parties who have been guilty of the late acts of incendiarism.

Resolved,—That a petition be sent to the Corporation of this city praying that early action be taken by them on Dr. Benard's motion relative to the Fire Marshal passed by the City Council on the 2nd instant.

Resolved,—That, in view of the recent numerous evidently incendiary fires which have taken place in this city, and the total failure of the investigations under the Fire Marshal Act to discover the incendiaries, the Insurance Companies do petition the Legislature of Quebec, praying that the office of Fire Marshal for the City of Montreal be abolished.

Messrs. Wood, Forbes, Johnson and Smith were named a Committee to carry out the above resolutions.

The action of the Corporation in this matter may be excused, but that of the Insurance Agents can neither be excused or justified. I feel certain, however, that the Government will not stultify itself at the instigation of those who have themselves done so. I believe a change will soon be made by Mr. Austin's retiring from the office he has found himself so incompetent to fill. Should this be the case, I believe that Mr. Perry and the officers of our fire brigade, are disposed to assist the incoming man, which they certainly have not done with the present incumbent.

Since my last, incendiarism has not been so frequent, one stable only, containing 9 horses, was fired on Tuesday, 6th inst., but was extinguished with slight loss; the same premises were attempted with a like result on the 7th, and on the 8th a more successful attempt was made, by which the stable was burned, but the horses were all got out, not, however, before several of them were injured by the smoke.

On Friday a fire occurred on the premises of the late H. B. Smith, a crockery store on St. Paul street; at first it was feared it would be a total wreck, but thanks to the efficient Water and Fire Departments, it was got under with a loss of less than \$4000. The stock was insured with the *Etna*, and some other American company, and the Western, of Canada. The Citizens' loss about \$1000 on the building. The executors of the estate were so pleased with the exertion of the Fire Brigade that they sent them a cheque for \$100. The London and Liverpool and Globe, with the North British, suffered to the extent of \$2000 each, on a small steamer, *St. Marie*, partly burnt

a few days ago near Quebec. The "*Royal*" and "*Commercial Union*" had a narrow escape from being in for a heavy loss at J. Hudson & Co.'s, wholesale grocers, on the night of the 9th instant. It appears the gas bracket got out of order, by which the light communicated to the connecting pipe, which melted and receded, burning up between the lath and plaster partition. Fortunately it was early discovered, and by the timely arrival and exertions of the Fire Brigade, it was got under at a loss of about \$100. The stock of goods on the premises was valued at over \$100,000.

Insurance business suffers much from unfair competition and want of principle on the part of the agents of some Companies. A risk of \$20,000 on the Rubber Works in this City was taken from one Company by another at a reduction of premium amounting to over \$40. This is a sample of the way business is generally done here.

Our Fire Department have completed the monument in the Mount Royal Cemetery. I will furnish you with some particulars of it in my next. The Corporation have followed the course of the Insurance Companies, and offer \$500 reward for the detection and conviction of the perpetrators of the late acts of incendiarism. To my mind, the Insurance Companies would have done something in earnest, had they employed one or two efficient detectives to fish out the parties; but this might have interfered with the percentages of some agents who have to pay all their expenses out of their commissions.

MARINE RECORD.—Kingston, October 8.—The Schooner *Defiance*, lumber laden, from Toronto, bound to Ogdenburg, went ashore on Snake Island reef near this city, during the gale this morning. The tug has gone to her assistance, and it is thought she will be rescued from her present dangerous position with but slight damage. It has since been learned that she will prove a total loss, and is insured.

PICTOR, Oct. 8.—The schooner *Fulton*, from Toledo to Ogdenburg, loaded with 220,000 feet of black walnut lumber, sprang a leak and was water-logged abreast of Nicholson's Island in the gale of last night. She is now at anchor in South Bay. A tug and lighter, and steam pump, have been sent for.

PORT COLBORNE, Oct. 8.—The barque *Arabia*, of Kingston, loaded with wheat, for Kingston, went ashore, during the gale this morning, behind the east pier. There are two feet of water in her hold now: the prospects of getting her off are good. This vessel has been got off without serious damage.

DUNVILLE, ONT. Oct. 8.—Schooner *A. P. Wait* will be a total loss; cannot get to her assistance with a tug. She will pound to pieces on the reef. She was coal laden, from Cleveland to Toronto.

COLLINGWOOD, Oct. 10.—The schooner *John Drake*, with cargo of corn from Chicago, W. H. Brice commander, reports that to the eastward of the Ducks, about 15 miles, a black fore-and-aft schooner steering for Love Island is supposed to have foundered on Wednesday morning during a heavy westward gale. She was within half a mile of the Drake, carrying away bulwarks and boats, and in an hour after daylight appearing nothing could be seen of her from the mast-head with the glass. She carried three jibs, and was about a 13,000 bushel vessel: appeared heavily laden.

PROPELLER PERSEVERANCE.—The propeller *Perseverance*, which was destroyed by fire off Putneyville, on the morning of the 6th inst., some particulars of which we gave last week, was a craft of 632 tons burthen, old style, being built in 1864, at St. Catharines, by L. Shickluna, rated A 2, valued at \$40,000 and was the property of the Welland Railroad Company.

MARINE DISASTERS.—The following list of disasters to American shipping on the lakes we clip from some of our American exchanges:—

The schooner *Coaster* is reported ashore at Grand Haven.

A Milwaukee telegram says that the schooner

Glen Cuyler was struck by a propeller and sunk on Thursday night. She was freighted with wood.

The schooner *W. C. Grant*, grain loaded, had her small boat, topsail-yard, mainboom and mainsail carried away when about sixty miles from Milwaukee. She put back to the latter port.

The schooner *Colonel Glover*, bound from Muskegon to Racine, lost about 20,000 feet of her deck load of lumber during the passage across the lake. The Captain entered a protest at Milwaukee, and then cleared for his destination.

The schooner *Jennie Mullen* a few days ago in the Chicago river was slightly damaged. She cleared for Muskegon for a cargo of lumber, but returned minus her mainboom and mainsail. Her centre-board was also damaged,—the result of heavy weather.

The Milwaukee *Sentinel* of the 9th has the following disasters:— "The schooner *Wm. Arbuckle*, of Racine, lay at the Wolfe River pier during the storm, and was severely injured. Her starboard quarter got caught under the pier and was so badly wrenched that it has dropped fully one foot; several holes were stove through the outside planking, and several frames and every stanchion on the starboard side broken; her stem timbers are also started from the transom. She arrived here yesterday morning in a leaky condition. Her damages are upwards of \$1,000.

"The new schooner *Bessie Boat* weathered the gale at the same pier. She lost some timber heads, and had her rudder post started and the rudder broken from its fastenings.

"Another vessel, whose name is not given, lost some timber heads and a portion of her rail at the same place. The pier, of course, did not escape without severe injury.

"The schooner *Spy*, bound from Sheboygan to this port with a hold full of wheat and a deck load of pork barrels, commenced making bad weather when off our north point, Tuesday night, and was obliged to jettison the barrels, 500 in number, after which she succeeded in finding a lee and weathered the storm without further mishap. She arrived here on Wednesday evening. Her grain sustained no damage. The barrels were worth upwards of \$700. "All efforts to release this vessel from her unpleasant position just inside of the harbor piers have thus far proved fruitless. The united efforts of the powerful tugs *Admiral Porter* and *American Union*, yesterday afternoon, failed to start her an inch. Several hawsers were parted in the attempt to pull her off. Last evening a dredge was at work digging a channel alongside of the vessel.

"The propeller *Idaho*, bound down with a full cargo, undertook to leave our harbor about midnight, Wednesday, and ran aground in the jaws of the piers. The sea soon swung her athwartships the harbor, her bow heading north and her stern pounding heavily against the South Pier. Her rudder, shoe, and stern-post were carried away, and had it not been for the timely assistance rendered by the tug *Tiffit* she would no doubt have pounded a whole into her hull and sunk. She was brought into the river about 2 a.m. yesterday."

A despatch received from Buffalo states that the bark *H. P. Baldwin* has arrived at that port with about one-half of her cargo of corn in a damaged condition.

The bark *Golden Fleece*, which got aground at Chicago is still hard on. The schooner *Champion* was keeping her company. The schooner *Aunie Vaught*, which was aground near these vessels, was got off and towed to her dock, for the purpose of discharging her cargo of lumber.

The bark *Homer* in endeavouring to make the Chicago harbor on the 10th went on the bar, but was got off in the afternoon by the tug *Geo. W. Wood* without damage.

The schooner *Blue Bell*, which went ashore at Grand Haven, on Tuesday night, is well up on the beach, and it is thought she has broken in two. She measures one hundred and fifty tons, old style was built at Huron, by Bates, in 1844, received large repairs in 1861, and rates C. 1.

The schooner Forfar, which went ashore off Muskegon at an early hour on the 8th, was a craft of 170 tons burden, rated B. 2 was built in the year 1855, received a general overhauling in 1865, and was the property of James Bowen, of Chicago. She was valued at \$600, and insured for \$3,500.

The bark City arrived at Marquette on Oct. 9th in tow of the tug J. C. Morse, with her jib-boom, dolphin-striker and a spritsail-yard carried away. She was run into by the Morse in the De Oro Passage, a heavy gale blowing at the time. The tug was but slightly injured.

The *Detroit Free Press* of Thursday, says: "The owner of the schooner Glad Tidings received intelligence of that vessel being ashore on the north side of Lake Erie and near the Rond Eau. The Tidings, at the time of the disaster, was taking on a cargo at a landing near that place, and had completed her load, but while attempting to get under way was driven on the beach. The shore thereabouts is favorable for getting her off, which will doubtless be the result without damage to the vessel. She is owned by D. Whitney, Jr., in this city, and is comparatively a new vessel. Some miles further down the lake a vessel is reported also ashore and full of water, supposed to be a Canadian craft. Her name we could not definitely ascertain, no further than that she hails from Lake Ontario, and, at the time, was loading timber. What her prospects are for getting afloat was not stated. The Magnet has gone to the schooner Tidings.

"The propeller Fountain City, which grounded on Beach Island, was got off yesterday morning by the propeller Atlantic, and arrived here. The nature of the damages sustained we were not informed. The schooner Juliet, by an awkward display of seamanship, mistayed yesterday, and came foul of Pittman's dock, doing more or less damage. The wrecker which left here a day or two since to visit the wrecks of the schooners Byphen and Contest, returned yesterday with the steam pump recovered from the former vessel, and the outfit of the latter craft. No bodies were discovered, though it is apprehended they have come to the surface and drifted out into the lake."

FIRE RECORD.—Thornhill, Oct. 3.—The house occupied by Mr. Gordon, in the village of Thornhill, was consumed, together with the premises on the north adjoining, occupied by Archibald Campbell, tinsmith. Mr. Campbell had no insurance on his property, and will lose considerable; both the shop and dwelling house were his own property, and were entirely consumed.

Augusta, Ont., Oct. 3.—A fire originating in an out-house extended to the two barns, hophouse and stable of Mr. Shoetroft, near this village, which with their contents were consumed. Partially insured, and loss heavy. The cause is supposed to be incendiarism.

St. John, N. B., Oct. 2.—Two houses on Pond Street owned by Mr. McCarthy and Mr. O'Keefe, and occupied by themselves and tenants, were destroyed by fire; and the building adjoining, on the corner of Pond and George Streets, owned by Mr. Campbell, was considerably damaged.

Whitby, Ont., Oct. 7.—Mr. James Forsythe lost by fire two hundred loads of straw. Another large stack owned by Michael Tierney, was also burned at the same time. Total loss about \$400; no insurance. It is said that a little boy thoughtlessly set the stacks on fire.

Toronto, Oct. 13.—A fire originated in the out-houses of Richardson's grocery store, corner of Terauley and Albert streets, but was extinguished before much damage was done to the store. The property, which was the property of Mr. C. Fisher, weighmaster, was damaged to the extent of \$400 or \$500. Insured in the Liverpool and Home District for \$2,000.

Lindsay, Oct. 12.—About half-past ten o'clock on Sunday night, Mr. Cullis' flour mill and house in Mariposa, were destroyed by fire. Loss about \$10,000. The origin of the fire is unknown.

DANGERS OF LAKE INSURANCE.

The season of 1868, even so far, has not been a favorable one, and the great bulk of the lake losses are yet to come. October, and specially November are the disastrous months on our inland seas, against which the summer should have laid up its accumulated profits, on which to draw for the heavy losses that invariably attend the closing season. No such accumulations have been garnered this year, and there is no human probability that the companies can end the season without serious average loss. We beg leave, therefore, to suggest a few conservative ideas, which, if heeded, may break the force of the blow that is in reserve for the companies doing a lake business.

The Presidents themselves should take this matter in charge, and with a strong hand overrule agents whose tendencies are at all towards malpractice. The points needing particular attention are Lines, Re-insurance, and rates:

I. LINES.—There is a large amount of property to be transported before the end of the season, and there will be plenty of business for every company (although there never is enough for every agent). Lines, therefore, should be rigidly restricted to such minimum as each company may fix, and no departure from that sum permitted under any circumstances.

II. RE-INSURANCE.—The practice of accepting large amounts and re-insuring excesses is a pernicious one. It is opposed to all principles of sound underwriting, and is one of the most fruitful causes of grasping competition among agents. It should be broken up at any cost, and the rule adhered to without deviation, that each company will accept only such lines as it can carry alone. It is absurd to assert that the business cannot be conducted on this plan; a schooner afloat can be managed quite as readily as a warehouse ashore; and it will be, as soon as each company will say resolutely that it will neither grant nor accept re-insurance.

III. RATES.—There is no safety in cutting the rates at any time, and particularly in October and November. The printed tariff of the late Lake Association should be inflexibly adhered to, and, even at those figures, it is not probable that the premiums of the coming sixty days will equal the losses.

Nevertheless, as before remarked, the force of the November gales upon the companies may be broken by an adherence to full rates, moderate lines, and direct insurances. Will they heed the warning!—*Monitor*.

Railway News.

GREAT WESTERN RAILWAY.—Traffic for week ending 25th Sept., 1868.

Passengers.....	\$59,935 14
Freight and live stock.....	41,633 03
Mails and sundries.....	2,115 65

	\$103,683 82
Corresponding Week of '67.	90,393 29

Increase.....	\$13,290 53
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NORTHERN RAILWAY.—Traffic Receipt for week ending Oct. 3, 1868.

Passengers.....	\$4,989 16
Freight.....	9,150 27
Mails and Sundries.....	1,552 63

Total Receipts for week.....	\$15,692 06
Corresponding week 1867.....	16,271 66

Decrease.....	\$579 60
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CONTRACT.—The *Witness* learns that the proprietors of the Montreal Car Wheel Works have received a contract for nearly 800 wheels for a New Brunswick railway, of the kind called "change gauge," because they can be shifted on their axles to suit either the broad or narrow gauge railways.

MERCHANTS' UNION EXPRESS.—We learn from the *Cincinnati Commercial* that, after four weeks spent in negotiations, the Merchants' Union and the American Express Companies were recently consolidated. The new company is to draw the same percentage from the general revenue that both do now. The object of the consolidation is to reduce competition and economize in management. It is claimed that this arrangement will bring dividends to the stockholders—something they have not seen for the past two years.

RIVERE DU LOUP RAILWAY.—The *Montreal Gazette* refers to the rumor about closing the Rivere du Loup railway, as follows:—The City of Quebec papers, both French and English, have been very much exercised about some statement that the Quebec and Richmond and Rivere du Loup sections of the G. T. R. are to be closed during the coming winter. We have never heard anything about this, and what is more, we doubt if the managing officers of the railway have either. The excitement is in fact all about nothing; or, if not about nothing, it may arise from the consciousness of our friends in the sister city that the portion of road referred to is the least productive of the whole of the Grand Trunk system, and does not pay for the expense of keeping it open in winter. But now that something is to be added to the extreme eastern end, it should occur to our contemporaries that this is not a time at which it should be closed.

THE SOUTHERN RAILWAY.—The *St. Thomas Dispatch* says: We believe that those interested in the construction of the Great Southern line of railway will shortly hear good news respecting the negotiations carried out for organizing a company influential enough to secure the co-operation of American companies, and the subscription of a sufficient capital in the English market to construct the road and equip it with stock.

—New Station buildings have been erected by the Great Western at Paris. It is the intention to establish a wood and water depot at the station, a lot of land having already been purchased with that view, reaching down to Smith's Creek, whence the water will be thrown by hydraulic power into tanks at each end of the yard; so that in the event of a fire occurring at any future time, there will be an abundance of water on hand to extinguish it, as well as to supply the engine.

NOTICE TO SHIPPERS OF SEAMEN.—Mr. Joseph Starr, Ship Broker and Commission Agent at Halifax, writes to the press to warn parties interested against the practice of getting seamen, shipping from Colonial ports to ports in the United States and thence to any other port for which the vessel might get a charter, to sign shipping papers on board the vessel. The U. S. Courts hold that articles so signed are not binding. Mr. S. cites the case of a Pictou vessel which shipped a crew at that port for a round voyage. On the arrival of the vessel at Portland, U. S., one man claimed, and secured his discharge owing to the fact that he had signed articles on board the vessel. This decision of the Courts is for the purpose of preventing Captains from getting men on board their vessels while intoxicated, and obliging them to sign articles for a voyage and on terms, which when sober they would not bind themselves to.—*Exchange*.

LAUNCHES.—The *Owen Sound Advertiser* remarks:—On the 17th of September the new screw steam tug Okours, built and owned by Mr. Dunn of this town, was successfully launched. She is intended for rafting and general purposes on Georgian Bay. On Saturday, the 28th ult., she made a trial trip, which gave entire satisfaction, running two and a half miles in ten minutes. Her dimensions are sixty-five feet length over all, thirteen feet beam, depth of hold three feet. She is propelled by a sixteen-inch direct-acting high-pressure engine.

European Assurance Society.

Established.....A. D. 1849.

Incorporated.....A. D. 1854.

Capital.....£1,000,000.....Sterling.
Annual Income, over £330,000 Sterling.

THE ROYAL NAVAL AND MILITARY LIFE DEPARTMENT is under the Special Patronage of
Her Most Gracious Majesty
THE QUEEN.

The EUROPEAN is one of the largest LIFE ASSURANCE Societies, (independent of its Guarantee Branch), in Great Britain. It has paid over Two Millions Sterling, in Claims and Bonuses, to representatives of Policy Holders.

The Society have appointed the undersigned to be their Agent for the Dominion of Canada.

Assurers are requested to pay their Renewal Life Premiums as hitherto, either to him direct, or through any of the various Agents of the Society in the country.

EDWARD RAWLINGS.

Chief Agent European Assurance Society, Montreal.

Agent in Toronto,

W. T. MASON,

15-lyr

ONTARIO HALL.

Berkshire Life Insurance Company,
OF MASSACHUSETTS.

MONTREAL OFFICE:

10 GREAT ST. JAMES STREET.

INCORPORATED 1851.—SECURED BY LAW.

AMOUNT INSURED.....\$7,000,000.
CASH ASSETS.....ONE MILLION DOLLARS.

\$100,000 deposited with the Receiver General of Massachusetts for the protection of Policy holders.

ANNUAL INCOME.....\$500,000.

\$100,000 divided this year in cash amongst its Policy holders.

Montreal Board of Referees:—Hon. Geo. E. Cartier, Minister of Militia; Wm. Workman, Esq., President City Bank; Hon. J. O. Bureau, M.C.S.; E. Hudon, Fils & Co.; John Torrance, Esq., Merchant; James Ferrier, Jr., Esq., Merchant; Edward Carter, Esq., Q.C., M.L.A.; C. D. Proctor, Esq., Merchant.

Examining Physicians:—J. Emery Colerrie, M.D., Professor of Materia Medica, &c., &c., of the School of Medicine and Surgery, Montreal, and of the Faculty of Medicine of the University of Victoria College; William Wood Squire, A.M., M.D., Graduate of McGill College; Francis W. Campbell, M.D., L.R.C.P., London.

For a sufficient test of merit we beg to state since the commencement of this old and reliable company in Canada, we have had the pleasure of insuring members of Parliament, some of the leading legal talent, and amongst numerous others, several of the leading merchants in this city.

This Company was the Pioneer Company of the non-forfeiture principle, and still takes the lead for every Policy it issues is non-forfeitable after one payment. The Company is now erecting a new stone building, five stories in height, at the cost of \$100,000, similar to the Molson's Bank of this city, but of much larger capacity, having 75 feet front, and 116 feet depth, containing three Banks, some Express Offices, and the Post-Office, yielding about \$8000 income, annually, all of which is the accumulating property of every Policy-holder.

The Company has issued nearly 2,000 Policies since the 1st January, 1867, which is the largest number, in comparison to the expenses, of any Company in Europe or America.

Such are the Results of the Cash System.

Full particulars, history of the Company, Rates, &c., can be obtained at the Managing Office for the Canadas.

EDW. R. TAYLOR & Co.,

20 Great St. James St. (over Pickup's News Office)

WANTED, by a first class English Life Assurance Company, a person of experience and ability, to act as Travelling Agent.

References and testimonials, as to ability, will be required.

Address (before the 20th) Manager, Box 307, Montreal.
9-11

THE CANADIAN MONETARY TIMES AND INSURANCE CHRONICLE is printed every Thursday Evening, in time for the English Mail.

Subscription Price, one year, \$2, or \$3 in American currency; Single copies, five cents each. Casual advertisements will be charged ten cents per line of solid nonpareil each insertion. All letters to be addressed, "THE CANADIAN MONETARY TIMES, TORONTO, ONT." Registered letters so addressed are at the risk of the Publishers. Cheques should be made payable to J. M. TROUT, Business Manager, who will, in future, issue all receipts for money.

The Canadian Monetary Times.

THURSDAY, OCTOBER 15, 1868.

INSURANCE COMPANIES AND LITIGATION.

One of the morning journals recently published some remarks which reflected on Insurance Companies for taking advantage of technical objections to defeat claims under their policies, and made a few vague comments on a case in which the BEAVER MUTUAL was concerned at the Barrie assizes. There is no reason why public companies should not be allowed the same privileges as individuals in our Courts of Law; but this we do know, that a prejudice exists against Corporations of all kinds, so strong that juries do oftentimes stretch a good many points to favor an individual when the contest lies between him and a Corporation. In fact, a Corporation when it does battle against an individual, need expect no mercy. A great many reasons might be urged against the cultivation of such an unjust prejudice, and public journals should not lend themselves to the unworthy task of encouraging and strengthening it. We are prepared to admit that some Companies, or rather Managers, have a morbid taste for technicalities, but such supplies its own corrective. The reputation acquired by those who are fond of plunging into litigation is neither enviable nor profitable, and Insurance Companies properly managed rarely find themselves called on to exercise acuteness in discovering holes out of which to creep. An Insurance Company cannot, for its own sake, afford to become litigious, as it has not only a deep rooted prejudice on the part of juries to contend against, but also the keen watchfulness and tell-tale tongues of its rivals. Much less can it afford to be given

to technicalities, for what it gains from success on questionable grounds it loses tenfold in popular estimation. The real fact is that no institutions are so liberal, or so often called upon to waive technical objections as Insurance Companies. The despotic terrorism under which they exist restrains them from construing their contracts with too great nicety. The nature of the business they do, their dependence on public favor, and the desire on the part of their agents to extend operations, are so many preventives of undue harshness. Of course there are exceptions in this particular as in every other, but the general rule is as we have stated.

Insurance Companies may be a great boon, or a great curse to a country. It is hard to say whether the advantages they confer in the protection of the honest and industrious, are not counterbalanced by the great temptations to crime they are the means of begetting. Their readiness to yield their rights amounts to a positive fault in many instances, and has given rise to a species of despotic exaction which has attained, through custom, almost the dignity of law. The alarming increase in the number of cases of incendiarism and arson of late years, can be traced to no other cause than the facilities afforded for escape from the consequences of such crimes by the conduct of Insurance Companies themselves.

Their inconsiderate settlement of losses without adequate inquiry; their patient submission to palpable fraud; their rash haste to acquire a name for "prompt payment;" their timid shrinking from the maintenance of their rights; their supineness in securing the punishment of crime, have produced evils which should alarm every lover of his country. When fraud obtains the upper hand, and crime runs riot without check, public morality must suffer. Viciousness overawes virtue, and the honest poor, seeing their less conscientious neighbours grow rich by crimes in which large Corporations apparently acquiesce, are only too apt to give way to that kind of logic which now obtains in the jury room, when a Corporation attempts to defend itself against a demand of any kind, whether just or unjust. The degeneracy of the times is a source of frequent complaint on the part of the social philosopher. The rapid increase of incendiarism and arson is terrible to think of. The stab of the assassin may seal the doom of one victim, but who can sum up in a word the awful guilt of the wretch who, at dead of night, applies the torch to his own or his neighbour's dwelling; who exposes to the most terrible of deaths the innocent and the harmless; who, at one swoop, devours wife, child and home, and leaves a broken-hearted desolate one to go through life heavy-laden

with the woes brought upon him by a fellow-being whom he never wronged. He who stands between such a criminal and swift punishment does injustice to himself, to his family, to his neighbour and to his country.

That many of the fires which occur are the result of deliberate intent, we firmly believe, and to frustrate the designs of such as become criminals with that intent is, we hold, not only the duty of Insurance Companies but the interest of the public. If another man's house adjoins mine I have to pay more for insurance than I would have to do if my house were isolated. The connection of the two renders the risk the greater. If my neighbour sets fire to his house to secure his insurance money he may gain his object, but it will be doubtless by destroying my property. Have I no interest, then, in keeping him honest? The object of punishing crime is to deter others from attempting it. Is it not a duty I owe to myself, therefore, not to take any higher ground, to assist in furthering the ends of justice to the utmost of my power?

The ends of justice are certainly not furthered by pandering to popular prejudice, the offspring of ignorance, or laying blame on a class when one member only may be at fault. Nor are the ends of justice furthered by condemning a company for taking a certain line of defense, the reasons for which are unknown. In this very Beaver case, the real defence was, that plaintiff had set fire to his own premises, after having encumbered both real estate and chattels beyond their value, without notice to the company, and the defendants, if convinced that their grounds of suspicion were good, were perfectly justified in resorting to every means to defeat the claim; not only so but they were, we consider, bound to do so. However, as the counsel for the company has explained he did intend to go fully into the merits of the case were it not that the cause was at the foot of the docket and the presiding Judge, having to adjourn the assizes, could not spare so much time as a full examination of witnesses would have occupied. As the defendants were thus cornered up, they were driven to insist on objections of a technical character which placed the plaintiff out of court.

It will be found in nine cases out of ten in which insurance companies are concerned when technical objections are taken, that there is good and sufficient reason for so doing owing to the injustice of the claim. Often times a company cannot fasten the crime on a claimant although there is not a shadow of a doubt that he wilfully destroyed his premises. In such cases what are the companies to do? Are they to pay the claim and set a premium

on crime, or are they to muster courage enough to resist payment and thereby be heralded before the public as litigious? Even judges do sometimes give utterance to comments on cases in which insurance companies are concerned, which comments are not only uncalled for, but also unjust if all the facts were known. A case came within our own observation in which a Judge soundly berated a company for defending an action, and only stayed his criticism when informed by a learned brother by his side, that the plaintiff had been sent to the Penitentiary by that learned brother's own sentence for the crime of arson. In that case the objections relied upon by the defendants were technical, but their real defence was, that the plaintiff had set fire to the house covered by the policy. The gist of the matter is this. We have no excuse to offer for a company taking an undue advantage under a technicality where there is no *bona fide* defence, or litigating a claim where escape from liability would be unjust. But we do say, that to condemn a class for pursuing the opposite course, or to injure the many for the faults of one, or even a few, is not expedient from a public point of view, nor just from a private one.

If the form of monthly statement returned to the Government were to distinguish between loans effected and maturing in Canada, from those maturing in the United States and England on some such plan as that indicated by Mr. Hogan, of the Bank of Toronto, in his elaborate and able answers to the inquiries of the Senate Committee last session, we should have full information as to the Bank of Montreal's operations in New York.

THE MONTREAL FIRE MARSHALS.

The Montreal City Council has decided to petition the Local Legislature for the abolition of the office of Fire Marshal, and the repeal of the Act creating it. We do not wonder that public indignation has been aroused by the improper use that has been made of the Act in the appointment of incapable officials, and the large increase of incendiary fires since the marshals were installed. No one supposes that these officers are guilty of fire raising though opinion is not so favourable to their deputy but it seems to be generally conceded that a more useless pair could not be secured for love or money than the two men who enjoy the dignity and emoluments of the Fire Marshalship. If the act is defective, and it is acknowledged on all hands, that it is, let it be amended; if the present incumbents are useless or worse let them be removed but to repeal the Act altogether does seem to savor of absurdity.

CANADIAN MONEY IN NEW YORK.

At this season, when the circulation of the banks is at its highest point, it is usual for those institutions to remit to England in anticipation of January balances. This course is the safest, and ordinarily the most profitable, as exchange is lowest in the fall and highest in the winter. The *Toronto Telegraph*, in a telling article, draws attention, on the authority of the *New York Post*, to the startling fact that Canadian Banks are using funds, to the extent of six millions of dollars, in the New York Gold Market. The only Canadian bank likely to engage in such speculations is the Bank of Montreal. Some time ago we traced this practice home to that bank, and pointed out how it was indulged in at a time when the other Canadian banks were contracting their discounts to the minimum by reason of the working of the Provincial Note Act, and when the needs of this country were the greatest. The Bank of Montreal is the financial agent of the Government of Canada, and if the people's money is to be withdrawn from this country and used for speculative purposes in the New York Gold Room, Canada is certainly blessed and may consider itself fortunate in being enabled thus to contribute to the dividends declared by the Bank of Montreal. The bank's charter was intended to cover a legitimate banking business in Canada. Such being the case, these speculations in New York are certainly without its true sphere.

We suppose the bank lends gold to the speculators in the Gold Room, to be repaid within a certain period, United States bonds being received as security, with a power to sell, and a margin allowed for a fall. The rate given by operators for the use of gold varies, of course, with the demand, ranging from one-eighth to even three-quarters per cent. a day. This is rather a heavy rate of interest, and the fact of its being paid proves that this class of customers is not to be desired by a bank wishing to do a legitimate banking business.

PEAT AS FUEL.

There are three primary necessities for human existence—meat, drink and warmth. In a civilized state of society all these have to be produced by human skill and labour. It is true, our flocks, herds and the productions of the field give us the first; nature in its countless springs, streams, and rivers, the second; and the forests, coal deposits and peat beds yield the third; but still the skill of man is required to utilize the abundant resources that nature provides.

In primitive times the forests supplied a sufficiency of fuel for the wants of society

and at the lowest cost; as civilization extended, they gradually disappeared rendering other and cheaper substitutes for wood necessary. In England, coal has chiefly supplied the place of wood, for there it exists in such abundance as to force all other articles of fuel out of the market. But in those countries, where coal is not indigenous, peat has, generally, been found in large quantities. For hundreds of years the vast peat beds of Ireland and the north of Germany have supplied fuel at so cheap a rate, that searching for coal has been a needless task, even supposing that such existed. In Canada, where the highest authorities have denied the existence of coal deposits, it has become a work of imperative necessity to cultivate the resources that nature has kindly given us. There is not the slightest doubt of the existence of vast beds of peat in many sections of the Province, and that it will take little time and trouble to discover them. But how are these to be turned to profitable account? This important problem is being solved; in various parts of the country Peat Companies have sprung into existence, and if they prove successful we may look for many more.

There are at present three organized companies for the manufacture and sale of peat as fuel, the oldest and most extensive of which is the "Canada Peat Manufacturing Company," next comes the "Anglo American Peat Company," and lastly, a company formed at Sorel.

Peat is undoubtedly the parent of coal, the latter having been formed by the pressure of superincumbent layers of heavy strata of rocks on the once soft beds of peat, which obtain over a large portion of the earth's surface; pressure and the internal heat of the earth gave to the coal beds their hardness, and at the same time condensed the combustible gases within certain prescribed limits. This transformation took place especially in those countries which have been exposed to high volcanic action; but, in other sections, where the operations of nature have been slower, the result has been the formation of the vast peat beds which we find distributed over most parts of the world, and which possess, in a diffuse degree, the chemical composition of coal.

Peat is a sponge-like substance composed of aquatic plants, mosses, grasses, and a variety of shrubs and low trees, with the roots, leaves and branches in a state of decomposition, exactly in the same place and position in which they have grown and accumulated for ages. It is therefore an entirely vegetable compound, containing no extraneous matter, except such as may have been washed into it by floods and rains. There are two sorts of peat. One called the *Black*,

which is found on the sides of hills and mountains in Ireland, which, when cut and dried, becomes exceedingly hard, and without any manufacturing process whatsoever, makes excellent fuel. The other sort is *Red* peat, which is the only description found on this continent; it grows abundantly in all shallow pools, lakes or basins, where there is no outlet for the water. When cut from the bog and dried, red peat is very light and loses only some forty per cent. of its bulk by shrinkage, but by evaporation it parts with about eighty to ninety per cent. of its weight. As cut from an undrained bog, peat contains but very little solid matter; and to manufacture one ton of fuel, it is necessary to dig from six to eight tons of the raw material. The great difficulty consists in getting rid of the immense quantity of water; and from the earliest times of peat manufacture, all sorts of mechanical contrivances have been resorted to, but so far without fully accomplishing the object, or if successful in doing so, it has been at a cost, which has prohibited its general manufacture as an article of commerce. But to thoroughly prepare it for the market, a further process than the mere expulsion of the water, is required, as red peat still retains its sponge-like character, has a great tendency to expand, readily absorbs moisture, and would not stand the blast of a furnace. The further process is performed by *pulping*, so as to entirely destroy the fibre or tube-like character of the innumerable rootlets of which it is principally composed, and this must be done before it is subjected to the action of the atmosphere, or dried to any considerable extent. When this operation is properly performed, the pulped mass is left to dry by natural evaporation, and it becomes dense and hard in proportion to the quality of the bog from whence it is obtained. The result is a fuel of the purest character, equal to the best and hardest burned coke, in fact in some respects preferable, as peat fuel, when well manufactured and dried, does not readily absorb moisture, even when exposed for some days to the wet; this has been proved by the immersion of a piece of peat in a pail of water for two hours, when the absorption was only $3\frac{1}{2}$ per cent., not equal to that of coke if exposed to a heavy shower of rain, and little more than that of small coal.

The material question with which we have to deal is the cheapness with which it can be supplied in comparison with wood and coal. It is established beyond a doubt that for every practical purpose of heating it can be used to advantage. Firstly, for railways. As locomotives are at present constructed, the waste of steam power to create a blast of draft is enormous, it being estimated that

about two-fifths of the whole quantity of fuel is expended for that purpose. Now, well dried peat requires but very little draft through the furnace bars; owing to the immense quantity of gas it evolves, it is necessary for its complete combustion to admit the air through the furnace door, and when the furnaces are altered to meet the requirements of peat fuel, at least twenty per cent. additional power will be given to all peat burning engines, or a corresponding decrease in the quantity of fuel used, will be effected. In proof of this we may state that the Grand Trunk R. R. experiments have all proved so satisfactory, as to result in a contract with the Canada Peat Company, extending over five years or seasons, during the first of which the G. T. R. are to take 100 tons per day, and during the four succeeding seasons 300 tons per day. That all railways will eventually use peat is certain, as it is found by experiment to be cheaper and better than any fuel at present in use, and the only reason they have not more generally adopted it is, the difficulty of making it in sufficient quantities. One ton of well dried peat is fully equal in heating power to one cord of best hard wood. Another great advantage is that no sparks issue from the smoke stack of a locomotive, even with the present enormous blast, and when the furnaces are specially adapted for it, fires from sparks will be unknown; a most important consideration in our hot and dry summers. For many years, even at a very increased rate of production, the railroads will absorb the bulk manufactured, so that it may be some time before it becomes an article of general domestic use. But even supposing such should not be the case for years, the effect of its large production will be to decrease the price of other fuel, especially wood, as every ton of peat used by either railway or steamboat is the saving of one cord of wood. If we estimate the enormous consumption of wood for railway and steamboat purposes, and the rapid way in which the forests are cleared in the neighbourhood of all stations, we can estimate the advantage the introduction of any new and cheap fuel will be. Take Montreal, for instance; the consumption for domestic purposes alone, per annum, is about 100,000 cords of wood, and 60 to 70,000 tons of coal. Every year our wood dealers have to go further and further back to obtain their supplies at a greatly enhanced cost, and the railroads which we at first welcomed as the means of giving us cheap fuel (they running through large wood districts), have proved the very means of enhancing the value. They will not bring it cheaply to market as that would ultimately increase the price for themselves, and therefore every ton of peat consumed by them represents a cord of wood

set free for the markets of our towns. So much for the advantages accruing to the country generally by the use of peat on railroads. There is another branch of business for which it is admirably suited, viz., in all iron and smelting works. A trial was made at the Rolling Mills of Messrs. Morland, Watson & Co., and the specimen bar was equal to the very best Swedish iron. This trial was made in a furnace adapted to the use of coal, without any alteration; had such been made a large saving of fuel could have been effected. With the blast furnaces as at present constructed, peat could not be used alone, but by mixing it with Pictou coal an iron could be produced equal to the best charcoal iron, and superior to any description at present imported. With the extension of the manufacture of peat, this important use of it will doubtless attract the attention of our large iron workers. Of the value of peat as a domestic fuel the experience of centuries certifies in its favor, and its large introduction is a mere question of time.

This article is already so long as not to admit of any further remarks as to its mode of manufacture, or the quantities at present made.

WOODEN RAILWAYS.

There are many parts of the country that suffer from a lack of railway facilities, without any prospect of bettering their condition in that respect, unless they can secure a road less costly than an iron railway. The advantages to be derived from wooden railways seem to have impressed themselves very forcibly on the minds of such as have taken the trouble either to inspect the wooden railways at work near the United States' border or to go through the estimates and calculations furnished respecting their cost, working expenses and earnings. Lines of wooden railway are "projected" in both Provinces, Quebec and Ontario; in the former, there are three in embryo— from Lennoxville to Lake Megantic; from Arthabaska to Upton, and from Quebec to Gosford; in the latter, from Meaford to Collingwood, and from North Douro to Haliburton.

Some time ago, we published an interesting letter from Mr. C. J. Bloomfield, the representative of the Canadian Land and Emigration Company, giving the result of a personal inspection by himself and others of the wooden railway which runs to the Clifton Iron Mines, near Ogdensburgh, a distance of twenty-four miles.

These gentlemen are of opinion that such railways would be of great service to Canada as feeders to main lines, and likely to prove active agencies in the development of remote settlements, or such sections of country as

do not enjoy the advantage of lines running near them. In the back country the material is ready to hand. A saw mill, a blacksmith shop, plenty of maple, and a comparatively small amount of capital are all the requisites. As to the cost, estimates, of course, must be based on the character of the country through which a line would run and the price of timber. At any rate, from two to four thousand dollars per mile may be taken as about the probable cost. The solid maple rails 4 x 6 inches, are wedged every three feet into heavy notched ties, the notch being made by machinery, and the wedges, two at each notch, from the waste of the maple rails. A few minutes suffice to un wedge the rails and lay down new ones. Being tightly notched in, the rails cannot warp sideways. It is said that the wood is made to make a curve in a way that would be found impossible with iron. Fine sand and dust which get on the rails are soon crushed into the wood by the car wheels and form a hard and gritty surface, which does not wear, and greatly facilitates the traction. The maple rail, if sound, will last a number of years, the average being, according to a good authority, five years, as the wet weather does not materially affect it. Good, broad wheels are essential; where the rolling stock is heavy, the wheels have a rim five inches in width. The sleepers are not adzed. A speed of ten miles an hour for freight trains, and twenty miles an hour for passenger trains, may be attained on these roads without any more risk, where the road is properly built, than would be incurred by running at the same speed on iron rails. This rate is higher than is generally supposed as capable of attainment on wooden railways, and certainly is as much as is realized on some of our iron railways. One of the requisites for the successful working of wooden railways is that the locomotive shall be light, and also the goods carried. We have already given the estimate per mile for cost of superstructure, but we reproduce it now for the sake of those who may not have given the subject attention:

1760 ties delivered at 10 cents	\$176 00
21,120 feet b. m. maple rails	316 00
Wedges, say	40 00
Notching ties and track laying	468 00
	<hr/>
	\$1000 00

It is to be hoped that the present time will be taken advantage of by those interested in the development of the country to push forward schemes so fraught with benefit as are those for the construction of railways. Money is abundant, and the farmers and settlers were never in a better position to render assistance to such undertakings. Every one feels instinctively that this country has taken a fresh start, and if the opportunity be al-

lowed to slip by unimproved, we shall fairly lay ourselves open to the charge of want of enterprise, which our Yankee neighbors so frequently cast in our teeth. If we wish to retain our population and get our fair share of foreign immigration, we must be up and doing, for we have a neighbor whose rivalry tells seriously upon our prosperity, whose energy is undaunted, and whose name has gone abroad throughout the earth. If we but do justice to ourselves and to Canada we shall have no reason to fear the most energetic competition. There is plenty of work to be done here, let us give industry a chance to do it. There are lands to be cleared, and homes to be hewn out of the forest, a virgin soil to be cultivated, and mineral treasures to be unearthed, let us clear the way for willing hands. If we cannot have broad gauges, let us have narrow gauges; if iron railways are beyond our reach, let us at least have wooden railways.

MARINE LOSSES.

Under the proper heading will be found an unusually long list of marine disasters. They occurred mainly in American shipping, which seems to have had rough usage in the late gales. Our underwriters have been pretty fortunate so far, and now that the equinoctial and the storms that usually follow immediately its wake are passed they begin to feel confident of a profitable season's business. We hope their expectations will be realized.

NEW PUBLICATIONS.

EXCHANGE TABLES, by H. Morton Festing, D. A. Com. Gen. to H. B. M. Forces. Ottawa: G. E. Desbarats.

This book, which is very creditable in appearance to the publisher, Mr. Desbarats of Ottawa, contains tables for the conversion of Sterling into Dollars and Cents, and *vice versa*. The first part contains 100 tables, rising by 8ths from 0 to 124, also a table of differences at 1-16. The work is systematic and complete, and should take the place of Oates' tables, which have been heretofore generally used. The testimonials from the Commissary General, Mr. Sterling, of the Union Bank of Halifax, Mr. Vezina, of La Banque Nationale, Mr. Woodside, of the Royal Canadian, Mr. Harvey, of the Audit Department, and others, speak in no measured terms in its favour, and we have great pleasure in expressing our satisfaction with the system on which the tables are based, and the admirable manner in which the combinations are devised. We commend this work to the attention of Bankers, Brokers, and Merchants.

ADJUSTMENT OF FIRE LOSSES, by J. Griswold. Insurance Monitor Office, New York.

We acknowledge, with thanks, the receipt from C. C. Hine, Esq., of New York, of a copy of this useful book. It is written evidently by a practi-

cal adjuster. The examples given are lucid, and cover intricate losses in which both concurrent and specific policies were concerned. The law relating to points likely to arise in adjustment is summarized in an intelligible manner under appropriate heads. By the way, it is stated, that "transfer of insured property to an assignee under a decree of bankruptcy is alienation." This point is not fully settled here, and we should like to see a legal decision on the subject. We commend the following extract to Insurance Companies:—

"All adjustments should be made without unnecessary or vexatious delays; no merely technical or frivolous objections should be made; but honest claims, fairly established, should in all cases be as fairly met and liberally construed; and the insured should receive the full indemnity contemplated by the contract. No responsible Company having any care for its good name in the community should sanction any short-comings of its adjusters in these particulars. Any other course would be impolitic, unjust, and highly reprehensible, and only tend to add to the prejudices already engendered in the minds of quite a portion of the community against Insurance Companies, in consequence of the dishonest practices of many unprincipled adjusters in the settlement of claims for weak or restless institutions."

Mr. Griswold's compendium will prove a useful hand-book to adjusters and fire underwriters generally.

A PRACTICAL TREATISE ON SAVINGS BANKS, by Arthur Scratchley, M.A. London: Longman. Toronto: Scott & Walmsley.

A PRACTICAL TREATISE ON BUILDING SOCIETIES, by Arthur Scratchley, M.A.

TREATISE ON LIFE ASSURANCE AND REVERSIONS, by Arthur Scratchley, M.A.

MANUAL OF CHURCH PROPERTY, by Arthur Scratchley, M.A.

We need say nothing in praise of Mr. Scratchley's works. His abilities as an author and his eminence as an actuary, have been recognised at home and abroad. The books mentioned may be obtained from Messrs. Scott & Walmsley, whom Mr. Scratchley has appointed his special agent for America.

LIST OF POST OFFICES IN CANADA. Hunter, Rose & Co., Ottawa.

This list is complete, up to 1st July, 1858, and embraces the names of Postmasters, as well as a list of Officers.

Mr. Thomas Drewry has been appointed assistant Secretary of the Provincial Insurance Company, in place of Mr. William Murray, resigned.

The Stratford agency of the Western, of Canada, has been transferred to Mr. Hayward, late of the Royal Canadian Bank.

MADOC GOLD DISTRICT.

(From our own Correspondent.)

Belleville, Oct. 12, 1868.

The confidence which was beginning to be partially resuscitated in our gold region, has suffered another severe shock in the failure of the Anglo-Saxon mill. After six weeks' work, with thirty stamps, three pans and thirty Wyckhoff oscillators, the quantity of gold collected amounted to a mere trifle, while a loss of over 600 lbs of mercury was sustained. This denouement has all along been predicted by most of our practical men, who have

constantly averred that the company had no indications of the existence of a mineral vein in the locality where they chose to erect their works, and from the cursory examination I had the opportunity of making, I must say that I quite concur in that opinion. How the managers happened so far to be misled, I cannot explain, but no doubt they must have had some "big" assays to induce them to spend their money so freely as they have done.

The effect of these disappointments is, that the opinion is rapidly spreading among our mining men, that the amalgamating process will not answer for the successful treatment of the ores of this region,—that the gold is not in a form in which it can be collected by the use of mercury, and that some other method must be applied in order to get a remunerative return from our mines. It is also currently reported that the actual result of the crushing lately done at the Caldwell (Severn) mill was only \$8.00 per ton, instead of \$19.00, as given out, and that the latter figures were taken from a calculation as to what the return would have been if the work had been done upon clean veinstone, instead of a mixture of wall rock and other dead matter with the gangue, of which the auriferous quartz constituted only one-third.

The Fiegel mine, from which the above return was obtained, is now under an injunction, a suit in chancery having been entered on the subject of title.

The Richardson company have raised money to set their works in motion again, and are about to make another trial as to whether they can recover their lost lode.

The Merchants' Union company have had a meeting, and have determined to make some additions to their machinery, and to give their ore a practical trial.

Messrs. Jones & Robbins are pressing forward their reduction works to completion. When finished we shall have a fair trial of the effect of the much talked of Stevens flux. Much doubt is expressed by the initiated in mining matters as to the result both practically and financially, but the gentlemen principally interested are quite confident in the efficiency of the material, as well as the quantity of gold contained in the ores they are about to work, which are chiefly of the pyriteous class. I sincerely hope they may be right, and that the spirit they have shown may be suitably rewarded. If this process fails, there is only one other which can be brought into operation with any hope of success, and that is Chlorination, which has not yet been tried here, but which if used in connection with good concentrating machinery, and an efficient desulphurizing apparatus, such as Whelpley & Stover's water-furnace, may yet enable our miners to remunerate themselves for their labor and outlay in developing the mineral riches which exist in the rocks of the district; from the mills as at present constructed and worked, we have little to hope.

Financial.

MONTREAL MONEY MARKET.

(From our own Correspondent.)

Montreal, Oct. 13, 1868.

In the present state of the money market it is difficult to strike on any new feature. The great ease still continues, there is little demand for funds to send to the West. The banks hold large accumulations of moneys belonging to parties who usually at this season have plenty of employment in trade for it, but that being the case only to a limited extent, the difficulty arises how to employ it for short dates. The consequence is, in the absence of speculation, a wish to get hold of good commercial paper, and also an active inquiry for all eligible stocks and bonds. To-day there is rather a better demand at the banks for funds, and prices of favorite securities are steady at full

prices. Bank of Montreal is stiff at 135, sellers asking more; British, nominal at 103½ to 105; City, sellers at 104, buyers 103½. A glance at our weekly stock and share table will show how high prices rule.

Gold closes at 137½. Silver buying 3½, selling 3 to 3½ dis. Greenbacks buying 27½, selling 27 to 27½ dis. Gold drafts on New York, par to ½ dis. Bank exchange on New York buying 27½, selling 27 dis. The silver movement is at present very slack.

TORONTO STOCK MARKET.

(Reported by Pellatt & Osler, Brokers.)

The stock market which opened with some activity is again very dull in consequence of the scarcity of securities.

Bank Stock.—There are buyers of Montreal at 135 and sellers at 135½. British is offered at 105½. Ontario has advanced 2 per cent. on last week's quotations; no sellers now under 101½. There are buyers of Toronto at 117, no stock in market. Royal Canadian offers at 92 with buyers at 91½. Sales of Commerce occurred at 103½ for all paid, partially paid stock offering at 103 to 103½. Gore, nominal and lower. Buyers offer 105 for Merchants, with no sellers under 106. No Quebec in market, buyers would give 98½. Buyers would give 108½ for Molson's, but no sales occurred since the books opened. City is asked for at 103½. Du Peuple is offered at 105½. Buyers offer 107 for Jacques Cartier, no sellers under 108. For Mechanics 97 would be paid. Other banks nominal.

Debentures.—Short dated Canada sixes (currency) offer at 100½, and Dominion stock at 101½. No Sterling bonds in market. Little doing in Toronto, a few small sales occurred at rates to pay about 7 per cent. interest. There were considerable sales of County at rates to pay about 6½ per cent. interest.

Sundries.—City Gas is much asked for at 105. There were sales of Canada Permanent Building Society at 121, very little to be had. Western Canada sold at 113½, and is much asked for at that rate. Buyers will only give 127½ for Montreal Telegraph. There are buyers of Canada Landed Credit at 70 to 72 for stock with all calls paid. Little doing in British America Assurance sellers at 56. No mortgages offering; they can be readily placed at 8 per cent. Money is offered freely on good paper.

Commercial.

Montreal Correspondence.

(From our own Correspondent.)

Montreal, Oct. 13, 1868.

The autumnal weather noted in my last still continues, open days and cold nights, with now and then a sprinkling of rain, the weather is most favorable for fall ploughing, and all farmers of any experience know, that an acre ploughed in the fall is worth two ploughed in the spring, the soil is turned over and exposed to the autumn suns and rains, which penetrates well into the earth and the snow which is undoubtedly an excellent irrigator has a better chance of percolating into the soil.

Business during the week has been rather below an average, this is chiefly caused by the tardy arrival of the fall fleet, only some four vessels having arrived from Europe during the week, one of these is from London, one from Liverpool, one from Greenock, and one from the Continent. The number of arrivals by sea from opening of navigation to date are 361 exactly the same as during the same period last year. Several vessels are at Quebec ready to come up, but we have nothing to load them with; so far the prospect looks very dis-

couraging, and unless a great change takes place within the next fortnight, we may regard our fall export trade as a failure. The persistence with which the farmers and grainholders in the west have held on to their grain is almost unparalleled, and I much fear that they will be heavy sufferers, as speculators in the east have held back, plainly seeing that prospects did not warrant their embarking in any speculation at the rates which have ruled during the fall.

The PRODUCE MARKET here is exceedingly dull and prices have a downward tendency, thus showing that the bottom is not yet reached. Flour has declined 5c. to 10c. per bl. with very little doing, the impression being that supers will touch \$5 before any rally is made. Choice brands of strong bakers' flour are in demand and keep well up in price, but the general feeling is one of depression. Wheat has also declined and with the exception of a few not important shipments the market has been very dull, prices in the west are so high that buyers here cannot operate. U.C. Spring sells slowly at \$1.20, \$1.22½, and Chicago No. 1 \$1.18. Some cargo sales have been made of Peas, and prices continue firm say \$1.07 per bush. Owing to the speculation west in Barley, prices here have run up, but the rates are nominal. As I have always predicted, the prices both of Barley and Oats will rule high during the winter, the great shortness in the crops in Eastern Canada falling on the coarse grains. Ashes, the market for which is of great interest to your country storekeepers west, have commanded a ready sale at First Pots \$5.65 \$5.75, seconds \$5.05 \$5.10. Pearls \$5.55. \$5.60. For Provisions the market is fairly active, and the prices of Pork are maintained. Beef has declined owing to the large quantity imperfectly fattened being brought forward; farmers are anxious to press off as much stock as they can before the winter, as fodder is certain to run so very short. Dairy produce continues to command very high rates, the shipping demand for England being almost as active as ever, best dairy butter would command as high as 25c. Cheese sells at 10½c, 11½c. We need not look for any permanent reduction of prices during the winter.

Total Receipts of Flour 1st Jan. to 7th Oct.		
1867.	1868.	Increase.
Bus. 1,199,346.	Bus. 1,348,856.	Bus. 149,510.

GROCERIES.—As to be expected after our large fall sales, there has been somewhat of a lull, this is especially the case in Teas, the buyers not yet having sorted out their new stocks and consequently will not for the present enter the market. The trade is not however over stocked; the high prices at recent sales having deterred many timid buyers from operating. We may therefore safely expect a good fall trade at full prices, as the state of the New York and London markets do not warrant any idea of a decline. In sugars there has been considerable stir, some 2000 hds. having changed hands during the week, the Refiners have been large operators, their purchases have been made chiefly on private terms, the market has stiffened considerably. The Refiners have advanced their rates ¼ on yellow and ⅓ on white refined sugars. Molasses have followed the sugar market, but the sales have not been extensive, prices are very firm. Salt in which there has been a great deal of speculation during the fall, appears to have touched the highest point, viz: \$1. \$1.05 for Liverpool coarse; it has now receded to 95c. and as some arrivals are shortly expected and the demand for Chicago has fallen off, a further decline may be looked for. Fish Oils still continue very high, the demand for the Eastern States being active. All Cod Oil here is held on speculation, and as the yield especially of Cod is reported very light, a high range of prices may be expected. Of Fish there have been two sales on the wharf and prices ruled higher than they have done for years back and if our advices from the Lower Ports are correct we may look for a very high range of prices of fish during the season. I would advise your western

buyers to watch narrowly the market here, and seize the earliest opportunity of supplying their wants.

DRY GOODS AND HARDWARE call for no special notice this week, trade is brisk and so far favorable; in a short time I will be able to give you a better idea of the trade in these articles during the fall.

Toronto Produce Market.

GRAIN.—Wheat—Receipts 15,780 bush. and 15 291 bush. last week. The market is dull but steady. Spring is offered freely at \$115 with a small demand at \$112 to \$113. There were one or two orders for good fall in market, and sales of several car loads occurred at \$131 to \$136; inferior almost unsaleable. Barley—Receipts are growing less, 35,474 came in by cars during the week against 41,103 bush. for the previous week, street receipts 20,000 to 30,000 bushels. The market opened at \$1.38 to \$1.40, and advanced closing steady and firm at \$1.48 to \$1.50; sales for the week 85,000 bushels at current rates, shipments about 65,000 bush. of which one cargo went to Chicago. PEAS—Receipts by cars for the week 4,564 and 2,944 bush. the previous week; market dull, sales of car loads at 90 to 91½, and a lot of 10,000 bush. at Port Stanley at 85 cents per bush.

OATS.—Receipts 6,081 bush. and 3,671 bush. for the previous week; market dull at quotations.

FLOUR.—Receipts 1,825 bush. and 3,700 bush. last week. There is no demand of consequence for any grade No. 1 is offered at \$5.15 and one or two small lots of favorite brands have been taken at that figure. Prices are kept at so high a point that Boston and New York shippers have had the lion's share of the business lately. In the higher grades there is nothing doing.

PROVISIONS.—Butter is firmer and several lots have been placed for export at 22 cents, at which figure there is a fair demand for good lots. Dressed Hogs—A few light hogs are arriving and sell at quotations. Buyers are prepared to pay a good figure for mess hogs, one dealer offers to take 1000 mess hogs between the 1st and 14th Nov. at \$8. Pork—Mess is firm, and held at \$25, with a good supply of Chicago Standard in market. There are considerable orders in market for November delivery. Cheese—Offering by the car load at 11½c. Eggs—good receipts and a fair demand at 16 cents.

SALT.—American-barrelled salt \$1.60. Liverpool coarse, is firm and higher, at \$1.20; sales at \$1.15.

LIVE STOCK.—Cattle are selling at \$4.50 to \$6.50 according to quality; there is a good demand for first-class. Sheep \$2.50 to \$3.50 each. Lambs \$2 to \$2.50 each.

The Cotton Crop.

Our crop reports this week are a trifle more favourable. The telegraph informs us of one storm passing up from the Gulf along the Atlantic coast, but our advices show that it was almost entirely a coast storm and did not extend far into the interior. From the West and Southwest the reports are better, the weather being good and complaints of worms, &c., being less frequently heard. Almost everywhere the freedmen appear to be working well.

Annexed is a statement showing the stocks of cotton in Liverpool and London, including the supplies of American and Indian produce ascertained to be afloat to those ports:

	1867.	1868.
Stock in Liverpool, bales	820,520	422,140
“ London,	110,810	74,360
American cotton afloat	10,000	3,200
Indian	336,280	83,950
Total.....	1,277,610	1,183,650

—Financial Chronicle.

Halifax Market.

BREADSTUFFS.—Oct. 6.—We have a further decline in prices of Flour to note, and holders are anxious to sell. We quote Montreal brands of No. 1 at \$6.90 to \$7; Toronto brands from Canada Wheat \$7 to \$7.25; Extra \$8 to \$8.25; Extra

State \$6.25 to \$7; Corn Meal dull at \$4.60 to \$4.70c, for kiln dried; \$4.40 to \$4.50 for Fresh Ground. Oatmeal \$7.75 to \$7.85. Imports from January 1st to October 6th, 1868 and 1868:—

	Brls. Flour.	Brls. Cornmeal.
1868.....	135,147	41,945
1867.....	141,584	29,951

WEST INDIA PRODUCE.—The prices of Sugar and Molasses remain the same as last week. A cargo of grocery Cuba Sugar was offered at auction during the week, and sales were effected at 7½c. to 8c., duty paid, equal to 5½c. to 5¾c. in bond. Sales continue in lots at our quotations. The stock of Vacuum Pan being entirely exhausted, renders the holders of the better grades of Porto Rico very firm in their prices. Porto Rico 6c. to 6½c. in bond.

FINANCIAL.—Bank drawing rate on London 60 days sight 13 per cent. prem.: Private 12c. to 12½c. prem. New York Gold drafts at sight, 4 per cent. prem. Currency drafts 25 per cent. discount. Montreal sight drafts 4 per cent. prem. Newfoundland sight drafts 5 per cent. prem.—R. C. Hamilton & Co.'s Circular.

Buffalo Robes.

BUFFALO ROBES.—The Hudson Bay Company's first consignment of Buffalo Robes has this year been disposed of by private sale to the purchasers at the auction sales of last year. A tariff was submitted to each purchaser, and the distribution to each was stated to be made in proportion to his previous year's purchases. The collection amounted to about 8000 robes, and the Company guaranteed that the whole collection to be sold this year should not exceed 10,000 robes, i.e.: 2000 more than to be sold in addition to the 8000 of the present consignment. The whole lot at present offered has been taken up, and is, we believe, principally in the hands of four of the principle fur houses. One of the larger houses has, however, not bought any—a circumstance which excites remark, as the collection outside the Company is this year very small. Last year the Company sold at two sales about 17,000 robes. The following is the Tariff:—No. 1 Prime, 12½; No. 2 do. 9½; No. 3 do. 7c; No. 1 Summer, 6½c; No. 2 do, 4½c; No. 1 Calf, 5½c; No. 2 do, 3½c; No. 3 do, 1½c.

A New Feature in Ship Building.

A firm in Boston is building a new description of vessel suited to the importation of molasses and other liquid matter in bulk. This mode of transit will save much expense, and would assuredly create considerable business in cooerage at the port of reception.

Gore Bank.

THE Adjourned Annual Meeting of the Shareholders to receive the Report of the Committee appointed at the meeting held on the 3rd day of August last, will be held at the Banking House.

On MONDAY, the 2nd of NOVEMBER next, at noon:

By order of the Board,

W. G. CASSELS,
Cashier.

GORE BANK,
Hamilton, 12th Oct., 1868.

9.14

THE PRINCE EDWARD COUNTY Mutual Fire Insurance Company.

HEAD OFFICE.—PICTON, ONTARIO.

President, L. B. STINSON; Vice-President, W. A. RICHARDS.
Directors: H. A. McFaul, James Cavan, James Johnson, N. S. DeMill, William Delong.—Treasurer, David Barker
Secretary, John Twigg; Solicitor, R. J. Fitzgerald.

THIS Company is established upon strictly Mutual principles, insuring farming and isolated property, (not hazardous,) in Townships only, and offers great advantages to insurers, at low rates for five years, without the expense of a renewal. This Company has existed 12 years, during which period it has adjusted all losses in a satisfactory manner. It is managed with strict economy, and affords an opportunity of insuring with safety and reliance, and very little expense, which accounts for its long standing and the successful business which it has been and is now doing.

Picton, June 15, 1868.

9-1y

Lyman & McNab.

Importers of, and Wholesale Dealers in,
HEAVY AND SHELF HARDWARE,
KING STREET,
TORONTO, ONTARIO.

Consumers' Gas Company.

THE Annual Meeting of the Stockholders of the Consumers' Gas Company of Toronto, to receive the Report of the Directors, and for the election of Directors for the ensuing year, will be held at the Company's Office, on Toronto Street, on

Monday, the 26th October inst.,
At Seven o'clock p.m.

H. THOMPSON,
Manager.

Consumers' Gas Company,
Toronto, October 3, 1868. 8-3t

BEAVER

Mutual Insurance Association.

HEAD OFFICE 20 TORONTO STREET,
TORONTO.

INSURES LIVE STOCK against death from any cause. The only Canadian Company having authority to do this class of business.

R. L. DENISON,
President.

W. T. O'REILLY,
Secretary. 8-1y-25

HOME DISTRICT

Mutual Fire Insurance Company.

OFFICE:

North-West Corner of Yonge and Adelaide Streets,
TORONTO. (UP STAIRS.)

INSURES Dwelling Houses, Stores, Warehouses, Merchandise, Furniture, &c.

PRESIDENT—The Hon. J. McMURRICH.
VICE-PRESIDENT—JOHN BURNS, Esq.
JOHN RAINS, Secretary.

AGENTS:

DAVID WRIGHT, Esq., Hamilton; FRANCIS STEVENS, Esq.,
Barric; Messrs. GIBBS & BRO., Oshawa. 8

UNRIVALLED!

THE BRITISH AMERICAN COMMERCIAL COLLEGE.

Consolidated with the

**Bryant, Stratton and Odell Business College
AND TELEGRAPHIC INSTITUTE.**

STANDS Pre-eminent and Unrivalled. It is the LARGEST and MOST EFFICIENT. It employs the largest staff of Teachers, among whom are the two BEST PENMEN OF CANADA.

The TUITION FEE is the same as in other Institutions having a similar object.

The PRICE OF BOARD is the same as in other Canadian Cities.

In an EDUCATIONAL point of view, there is no other Institution in the country that has equal advantages and facilities.

YOUNG MEN intending to qualify themselves for business, will find it to their advantage to send for a Circular, or call at the College Rooms, corner of King and Toronto streets.

Scholarships good in Montreal and throughout the United States.

ODELL & TROUT.

Principals and Proprietors

October 2. 8

\$2,000,000 SILVER WANTED FOR EXPORTATION!

Government having arrested the influx of United States Silver Coin by a prohibitory duty, the undersigned proposes, with a view to remedy the evils resulting from the great redundancy of that Currency, to purchase, for exportation,

TWO MILLIONS OF DOLLARS OF SILVER COIN,

in accordance with tenders to be furnished on application to him at his Office in Montreal.

W. WEIR,
Exchange Broker,
Montreal. 8-2t

October 6th, 1868.

John Boyd & Co.,

WHOLESALE GROCERS AND COMMISSION MERCHANTS,

61 AND 63 FRONT STREET
TORONTO.

NOW in store, direct from the European and West India Markets, a large assortment of General Groceries, comprising

Teas, Sugars, Coffees, Wines and Liquors.

AND
GENERAL GROCERIES.

Ship Chandlery, Canvas, Manilla and Tarred Rope, Oakum, Tat, Flags, &c., &c.,

DIRECT FROM THE MANUFACTURERS.

JOHN BOYD. ALEX. M. MONRO. C. W. BUNTING.
Toronto, Oct. 1st, 1868. 7-1y

John Ross & Co.,

QUEBEC.

T. & F. Ross & Co.,

GENERAL WHOLESALE GROCERS,
PRODUCE AND COMMISSION MERCHANTS,

361 Commissioner Street,

MONTREAL. 6

Sylvester, Bro. & Hickman,

COMMERCIAL Brokers and Vessel Agents. Office—No. 1 Ontario Chambers, [Corner Front and Church Sts.] Toronto. 2-6tn

W. McLaren & Co.,

WHOLESALE

BOOT AND SHOE MANUFACTURERS,

18 ST. MAURICE STREET,

MONTREAL

June, 1868.

42-1y

Honore Plamondon,

CUSTOM House Broker, Forwarder, and General Agent, Quebec. Office—Custom House Building. 17-1y

THE QUEEN'S HOTEL.

THOMAS DICK, Proprietor.

FRONT STREET, TORONTO, ONT 3-1y

KERSHAW & EDWARDS,

IMPROVED PATENT

NON-CONDUCTING AND VAPORIZING

FIRE AND BURGLAR-PROOF SAFES.

139 & 141

ST. FRANCOIS XAVIER STREET,

MONTREAL.

AGENTS:

A. K. BOOMER, TORONTO.
J. W. MURTON, HAMILTON.
A. G. SMYTH, LONDON, ONT.

51 6-1y

TEAS. Reford & Dillon TEAS.

HAVE just received ex. steamships "St. David and Nestoria."

1000 hlf. chests new season TEAS!
Comprising Twankays, Young Hysons, Imperials, Gunpowders, colored and uncolored Japans, Congous, Souchongs, and Pekoes.
500 hlf. bgs. new Valentin Raisins (selected fruit).
500 bags cleaned Arracan and Rangoon Rice.
500 bris. choice Currants.

—ALSO IN STORE:—

250 hlds. bright Barbadoes and Cuba Sugars.
250 bris. Portland, Standard, Golden & Amber Syrups.
100 bags Rio, Jamaica, Laguayta, and Java Coffees.
250 bxs. 10s Tobacco, "Queen's Own" and "Prince of Wales" brands.

WITH A GENERAL AND

WELL SELECTED STOCK OF GROCERIES;

All of which they offer to the Trade low.

12 & 14 WELLINGTON STREET, TORONTO.

7-1y

Robert H. Gray,

Manufacturer of Hoop Skirts

AND

CRINOLINE STEEL,

IMPORTER OF

HABERDASHERY, TRIMMINGS,

AND

GENERAL FANCY GOODS,

43, YONGE STREET, TORONTO, ONT. 6-1y

Lyman, Elliot & Co.,

Chemists and Druggists.

OFFICE AND SAMPLE ROOMS, 157 King Street East.
RETAIL DEPARTMENT, 155 King Street East.
WAREHOUSES, 83 & 85 Front Street.
MILLS, Palace Street.

IMPORTERS and Manufacturers of every requirement of the RETAIL DRUG TRADE. A full assortment of the following classes of Goods always on hand:—

Drugs and Chemicals	Patent Medicines.
Corks.	Perfumery.
Dye Stuffs.	Preparations.
Furniture.	Soaps.
Surgical Instruments and Appliances.	Bronze, Gold Leaf, &c.
Spices.	Colors, Dry.
Sundries.	Colors, in OIL.
	Varnishes.

DRUGGISTS' EARTHENWARE and GLASSWARE, in whole Packages, at Factory Rates.

Enquiries and orders by mail will receive prompt and careful attention.

Teas! Teas!! Teas!!!

FRESH ARRIVALS!

NEW CROP TEAS,

WINES, AND GENERAL GROCERIES,

Special Inducements given to

PROMPT PAYING PURCHASERS.

All Goods sold at very Lowest Montreal Prices!

W. & R. GRIFFITH,

ONTARIO CHAMBERS,
Corner of Front and Church Streets,

TORONTO,

OSTA 10

\$4.60 to
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Montreal House, Montreal, Canada.

TO MONETARY MEN.—Merchants, Insurance Agents, Lawyers, Bankers, Railway and Steamboat Travellers, Mining Agents, Directors and Stockholders of Public Companies, and other persons visiting Montreal for business or pleasure, are here by most respectfully informed that the undersigned proposes to furnish the best hotel accommodation at the most reasonable charges. It is our study to provide every comfort and accommodation to all our guests, especially for gentlemen engaged as above. To those who have been accustomed to patronize other first-class hotels, we only ask a trial; we have the same accommodation and our table is furnished with every delicacy of the season.

H. DUCLOS.
15-ly

Nov. 22, 1867.

H. N. Smith & Co.,

2 EAST SENECA STREET, BUFFALO, N. Y., (correspondent Smith, Gould, Martin & Co., 11 Broad Street, N.Y.) Stock, Money and Exchange Brokers. Advances made on securities. 21-ly

Hurd, Leigh & Co.,

IMPORTERS AND DECORATORS OF FRENCH CHINA.

Hotels and families supplied with any pattern or crest desired. Common goods always on hand. 72 Yonge Street, Toronto, Ontario. 26y

DAY'S

Commercial College and High School,

No. 82 KING STREET EAST, (Near St. James' Cathedral.)

THE design of this institution is to prepare Young Men and others as Book-keepers, and for general business, and to furnish them with the facilities for acquiring an excellent

English and Commercial Education.

Mr. DAY is also prepared to give Private Instruction in the several subjects of his department, and to assist Merchants and others in the checking and balancing of books, adjusting their accounts and partnership affairs, &c.

For further information, please call on or address the undersigned.

JAMES E. DAY,
Accountant

Toronto, Sept. 3rd, 1868.

J. T. & W. Pennock,

FIRE and Life Insurance Agents, Parliamentary and Departmental Agents, Mining Agents, and Exchange Brokers.

Ottawa, Dec. 21st, 1867. 10-ly

Brown Brothers,

ACCOUNT-BOOK MANUFACTURERS,

Stationers, Book-Binders, Etc.,

66 and 68 King Street East, Toronto, Ont.

ACCOUNT Books for Banks, Insurance Companies, Merchants, etc., made to order of the best materials, and for style, durability and cheapness unsurpassed.

A large stock of Account-Books and General Stationery constantly on hand.

September 1, 1868. 3-ly

Philip Browne & Co.,

BANKERS AND STOCK BROKERS.

DEALERS IN

STERLING EXCHANGE—U. S. Currency, Silver and Bonds—Bank Stocks, Debentures, Mortgages, &c. Drafts on New York issued in Gold and Currency. Prompt attention given to collections. Advances made on Securities.

No. 67 YONGE STREET, TORONTO

JAMES BROWNE. PHILIP BROWNE, Notary Public.

Candee & Co.,

BANKERS AND BROKERS, dealers in Gold and Silver Coins, Government Securities, &c., Corner Main and Exchange Streets Buffalo, Y. N. 21-ly

TORONTO PRICES CURRENT.—October 15, 1868.

Name of Article.	Wholesale Rates.	Name of Article.	Wholesale Rate.	Name of Article.	Wholesale Rates.
Boots and Shoes.	\$ c. \$ c.	Groceries—Contin'd	\$ c. \$ c.	Leather—Contin'd.	\$ c. \$ c.
Mens' Thick Boots	2 20 2 50	" fine to fins't.	0 85 0 95	Kip Skins, Patna	0 45 0 55
" Kip	2 45 3 20	Hyson	0 45 0 80	French	0 70 0 80
" Calf	3 00 3 75	Imperial	0 42 0 80	English	0 65 0 80
" Congress Gaiters	2 00 2 40	Tobacco, Manufact'd.		Hemlock Calf (30 to 35 lbs.) per doz.	0 75 0 85
" Kip Cobourgs	1 00 1 50	Can Leaf, 5 & 10s.	0 26 0 30	Do. light	0 45 0 50
Boys' Thick Boots	1 65 1 90	Western Leaf, com.	0 25 0 26	French Calf	1 06 1 25
Youths'	1 45 1 55	" Good	0 27 0 32	Grain & Satn Clt per doz.	0 00 0 00
Women's Batts	95 1 20	" Fine	0 32 0 35	Splits, large 2 lb.	0 38 0 40
" Congress Gaiters	1 15 1 50	" Bright fine	0 40 0 50	" small	0 30 0 30
Misses' Batts	0 75 1 00	" choice	0 60 0 75	Enamelled Cow 2 lb. foot.	0 20 0 21
" Congress Gaiters	1 00 1 30	Hardware		Patent	0 21 0 22
Girls' Batts	0 65 0 90	Tin (net cash prices)		Pebble Grain	0 17 0 18
" Congress Gaiters	0 80 1 10	Block, 2 lb.	0 25 0 26	Buff	0 17 0 18
Children's C. T. Cacks	0 50 0 65	Grain	0 25 0 26	Oils.	
" Gaiters	0 65 0 90	Copper:		Cod	0 55 0 60
Drugs.		Pig	0 23 0 24	Lard, extra	0 00 1 25
Aloes Cape	0 12 0 16	Sheet	0 30 0 33	" No. 1	0 00 1 15
Alum	0 02 0 03	Cut Nails:		" Woollen	0 00 1 05
Borax	0 00 0 00	Assorted 1 Shingles,		Lubricating, patent	0 00 0 00
Camphor, refined	0 65 0 70	2 100 lb.	2 90 3 00	" Mott's economic	0 50 0 00
Castor Oil	0 18 0 28	Shingle alone do	3 15 3 25	Linseed, raw	0 77 0 85
Caustic Soda	0 04 0 05	Lathe and 5 dy.	3 30 3 40	" boiled	0 82 0 00
Cochineal	0 90 1 00	Galvanized Iron:		Machinery	0 00 0 00
Cream Tartar	0 00 0 00	Assorted sizes	0 09 0 10	Olive, 2nd, 2 gal.	1 45 1 60
Epsom Salts	0 08 0 04	Best No. 24	0 09 0 00	" salad	2 00 2 30
Extract Logwood	0 09 0 11	" 26	0 08 0 08	" salad, in bot.	3 60 3 75
Gum Arabic, sorts	0 30 0 35	" 28	0 09 0 09	qt. & case	1 00 1 75
Indigo, Madras	0 75 1 00	Horse Nails:		Sesame salad, 2 gal.	0 70 0 75
Licorice	0 14 0 45	Guest's or Griffin's		Seal, pale	0 70 0 75
Madder	0 13 0 16	assorted sizes	0 19 0 20	Spirits Turpentine	0 65 0 70
Nutgalls	0 00 0 00	For W. ass'd sizes	0 18 0 19	Varnish	0 00 0 00
Opium	6 70 7 00	Patent Hammer'd do.	0 17 0 18	Whale	0 75 0 80
Oxalic Acid	0 28 0 35	Iron (at 4 months):		Paints, &c.	
Potash, Bi-tart.	0 25 0 28	Pig—Gartsherie No. 1	26 00 27 00	White Lead, genuine	
" Bichromate	0 15 0 20	Other brands. No. 1	22 00 24 00	in Oil, 25 lbs.	0 00 2 50
Potass Iodide	3 80 4 50	" No. 2	24 00 25 00	Do. No. 1	0 00 2 25
Senna	0 12 0 00	Bar—Scotch, 2 100 lb.	2 25 2 50	" 2	0 00 2 00
Soda Ash	0 03 0 04	Refined	3 00 3 25	" 3	0 00 1 75
Soda Bicarb.	4 50 5 50	Swedes	5 00 5 50	White Zinc, genuine	3 00 3 50
Tartaric Acid	0 37 0 45	Hoops—Coopers	3 00 3 25	White Lead, dry	0 06 0 00
Verdigris	0 35 0 40	Band	3 60 3 25	Red Lead	0 07 0 08
Vitriol, Blue	0 09 0 10	Boiler Plates	3 25 3 50	Venetian Red, Eng'h.	0 02 0 03
Groceries.		Canada Plates	4 00 4 25	Yellow Ochre, Fren'h.	0 02 0 03
Coffees:		Union Jack	0 00 0 00	Whiting	0 90 1 25
Java, 2 lb.	0 22 0 24	Pontypool	4 00 4 25	Petroleum.	
Laguayra	0 17 0 18	Swansea	3 90 4 00	(Refined 2 gal.)	
Rio	0 15 0 17	Lead (at 4 months):		Water white, car'l'd.	0 31 0 35
Fish:		Bar, 2 100 lbs.	0 07 0 07	" small lots	0 34 0 35
Herrings, Lab. split	0 00 0 00	Sheet	0 08 0 09	Straw, by car load	0 30 0 34
" ground	0 00 0 00	Shot	0 07 0 07	" small lots	0 33 0 34
" scaled	0 35 0 40	Iron Wire (net cash):		Amber, by car load	0 00 0 00
Maekerel, small kits	1 00 0 90	No. 6, 2 lb. bundle	2 70 2 80	" small lots	0 00 0 00
Loch. Her. wh' firks	2 50 2 75	" 9	3 10 3 20	Benzine	0 35 0 45
" half	1 25 1 50	" 12	3 40 3 50	Produce.	
White Fish & Trout	3 25 3 50	" 16	4 30 4 40	Wheat, Spring, 60 lb.	1 12 1 15
Salmon, saltwater	14 00 15 00	Powder:		" Fall 60 "	1 35 1 36
Dry Cod, 2 112 lbs.	4 75 5 00	Blasting, Canada	3 50 3 75	Barley	1 48 1 50
Fruit:		FF	4 25 4 50	Pens	0 90 0 92
Raisins, Layers	2 20 2 25	FFF	4 75 5 00	Oats	0 46 0 47
" M R	2 10 2 20	Blasting, English	5 00 5 50	Rye	0 80 0 82
" Valentianew	0 08 0 08	FF loose	5 50 6 00	Seeds:	
Currants, new	0 05 0 05	FFF	6 00 6 50	Clover, choice 60 "	5 50 6 50
" old	0 04 0 04	Pressed Spikes (4 mos):		" com'n 68 "	0 00 0 00
Figs	0 11 0 12	Regular sizes 100	4 00 4 25	Timothy, cho'e 4 "	2 50 3 00
Molasses:		Extra	4 50 5 00	" inf. to good 48 "	2 50 2 50
Clayed, 2 gal.	0 00 0 35	Tin Plates (net cash):		Flax	1 40 1 60
Syrups, Standard	0 43 0 44	IC Coke	7 50 8 00	Superior extra	0 00 0 00
" Golden	0 19 0 50	IC Charcoal	8 50 8 75	Extra superfine	0 00 0 00
Rice:		IX	10 50 10 75	Fancy superfine	0 00 0 00
Arracan	4 50 4 65	IAX	12 50 0 00	Superfine No. 1	5 00 5 15
Spices:		DC	7 50 9 00	" No. 2	0 00 0 00
Cassia, whole, 2 lb.	0 37 0 40	DX	9 50 10 00	Outmeal, (per brl.)	6 00 6 50
Cloves	0 11 0 12	Hides & Skins, 2 lb.		Provisions.	
Nutmegs	0 45 0 55	Green rough	0 65 0 06	Butter, dairy tub 2 lb.	0 20 0 22
Ginger, ground	0 20 0 25	Green, salt'd & insp'd.	0 00 0 07	" store packed	0 16 0 18
" Jamaica, root	0 22 0 25	Cured	0 37 0 08	Cheese, new	0 10 0 11
Pepper, black	0 09 0 10	Calfskins, green	0 00 0 10	Pork, mess, per brl.	24 50 25 00
Pimento	0 08 0 09	Calfskins, cured	0 00 0 12	" prime mess	0 00 0 00
Sugars:		" dry	0 18 0 20	" prime	0 00 0 00
Port Rico, 2 lb.	0 08 0 08	Lambskins	0 50 0 00	Bacon, rough	0 00 0 00
Cuba	0 08 0 08	" pelts	0 40 0 00	" Cumberland cut	0 00 0 00
Barbadoes (bright)	0 08 0 08	Hops		" smoked	0 00 0 00
Dry Crushed, at 60 d.	0 11 0 11	Inferior, 2 lb.	0 10 0 12	Hams, in salt	0 00 0 00
Canada Sugar Refine'y		Medium	0 12 0 15	" sug. cur & can'd.	0 00 0 00
yellow No. 2, 60 ds.	0 08 0 08	Good	0 15 0 20	Shoulders, in salt	0 00 0 00
Yellow, No. 2	0 08 0 08	Fancy	0 00 0 00	Lard, in kegs	0 18 0 14
" No. 3	0 09 0 09	Leather, @ (4 mos.)		Eggs, packed	0 18 0 17
Crushed X	0 10 0 10	In lots of less than 50 sides, 10 cent higher.		Beef Hams	0 00 0 13
" A	0 10 0 11	Spanish Sole, 1st qual.		Tallow	0 00 0 00
Ground	0 11 0 11	heavy, weights 2 lb.	0 23 0 23	Hogs dressed, heavy	6 50 7 00
Extra Ground	0 12 0 12	Do 1st qual middle do.	0 23 0 22	" medium	6 00 0 50
Teas:		Do No. 2, all weights	0 20 0 22	" light	6 00 0 00
Japan com'n to good	0 40 0 55	Slaughter heavy	0 28 0 29	Salt, &c.	
" Fine to choicest	0 55 0 65	Do light	0 28 0 29	American brls.	1 58 1 00
Colored, com. to fine	0 60 0 75	Harness, best	0 32 0 34	Liverpool coarse	1 15 0 20
Congou & Souch'ng	0 42 0 75	No. 2	0 30 0 33	Plaster	1 05 1 10
Oolong, good to fine	0 50 0 65	Upper heavy	0 35 0 40	Water Lime	1 50 0 00
Y. Hyson, com to gd.	0 45 0 55	" light	0 40 0 45		
Medium to choice	0 65 0 80				
Extra choice	0 85 0 95				
Gunpow'd rec. to med.	0 55 0 70				
" med. to fine	0 70 0 85				

Soap & Candles.

D. Crawford & Co.'s	\$ c.	\$ c.
Imperial	0 07	0 08
Golden Bar	0 07	0 07
Silver Bar	0 07	0 07
Crown	0 05	0 05
No. 1	0 03	0 03
Candles	0 11	0 11

Wines, Liquors, &c.

English, per doz	2 60	2 65
Guinness Dub Portr.	2 35	2 40
Pure Jamaica Rum	1 80	2 25
De Kuyper's H. Gin	1 55	1 65
Booth's Old Tom	1 90	2 00
Green, cases	4 00	4 25
Booth's Old Tom, c.	6 00	6 25
Port, common	1 00	1 25
fine old	2 00	4 00
Sherry, common	1 00	1 50
medium	1 70	1 80
old pale or golden	2 50	4 00

Brandy

Hennessy's, per gal.	2 40	2 50
Martell's	2 40	2 50
J. Robin & Co.'s	2 25	2 35
Otard, Dupuy & Cos.	2 25	2 35
Brandy, cases	8 50	9 00
Brandy, com. per c.	4 00	4 50
Whiskey		
Common 36 n. p.	0 62	0 65
Old Rye	0 85	0 87
Malt	0 85	0 87
Toddy	0 85	0 87
Scotch, per gal.	1 90	2 10
Irish—Kinnahan's c.	7 00	7 50
Dunnville's Belft.	6 00	6 25

Wool

Fleece, lb.	0 27	0 30
Pulled	0 00	0 00

Furs

Bear	3 00	10 00
Beaver	1 00	1 25
Coon	0 20	0 40
Fisher	4 00	6 00
Martin	1 40	1 60
Mink	4 00	4 25
Otter	5 75	6 00
Spring Rats	0 15	0 17
Fox	1 20	1 25

STOCK AND BOND REPORT.

The dates of our quotations are as follows:—Toronto, Oct. 14; Montreal, Oct. 13; Quebec, Oct. 12; London, Sept. 23.

NAME.	Shares.	Paid up.	Divid'd last 6 Months.	Dividend Day.	CLOSING PRICES.		
					Toronto.	Montreal.	Quebec.
BANKS.							
British North America	\$250 All.		3	July and Jan.	103 104	104 105	102 103
Jacques Cartier	50		4	1 June, 1 Dec.	106 108	107 108	106 107
Montreal	200		5		135 135	135 135	135 135
Nationale	50		4	1 Nov. 1 May.	106	107 108	135 136
New Brunswick	100						
Nova Scotia	200 28	7 & 1/2	3 1/2	Mar. and Sept.			
Du Peuple	50		4	1 Mar., 1 Sept.	105 105	105 105	105 105
Toronto	100		4	1 Jan., 1 July.	116 117	116 117	116 117
Bank of Yarmouth							
Canadian Bank of Com'e.	50 95				103 103	102 103	102 103
City Bank Montreal	80 All.		4	1 June, 1 Dec.	103 103	103 104	102 103
Commer'l Bank (St. John)	100		4				
Eastern Townships' Bank	50		4	1 July, 1 Jan.		95 96	96 96
Gore	40		3 1/2	1 Jan., 1 July.		35 37	37 39
Halifax Banking Company							
Mechanics' Bank	50 70		4	1 Nov., 1 May.	95 97	97 98	95 96
Merchants' Bank of Canada	100 70		4	1 Jan., 1 July.	105 105	105 105	105 105
Merchants' Bank (Halifax)							
Molson's Bank	50 All.		4	1 Apr., 1 Oct.	108 108	106 106	107 107
Niagara District Bank	100 70		3 1/2	1 Jan., 1 July.			
Ontario Bank	40 All.		4	1 June, 1 Dec.	100 101	100 101	99 99
People's Bank (Fred'kton)	100						
People's Bank (Halifax)	20		7 1/2 m				
Quebec Bank	100		3 1/2	1 June, 1 Dec.	97 98	98 99	98 99
Royal Canadian Bank	50 50		4	1 Jan., 1 July.	91 92	91 92	90 91
St. Stephens Bank	100 All.						
Union Bank	100 70		4	1 Jan., 1 July.	102 102	102 103	103 104
Union Bank (Halifax)	100 40		7 1/2 mo	Feb. and Aug.			
MISCELLANEOUS.							
British America Land	250 44		2 1/2				
British Colonial S. S. Co.	250 32		2 1/2			45 50	
Canada Company	32 1/2 All.		5				
Canada Landed Credit Co.	50 820		3 1/2		62 63		
Canada Per. Bldg Society	50 All.		5		120 121		
Canada Mining Company	4 90						
Do. In'd Steam Nav. Co.	100 All.		20 12 m			107 108	108 109
Do. Glass Company	100		12 1/2			95	
Canada Loan & Investm't.	25 2 1/2		7				
Canada Agency	10		1				
Colonial Securities Co.							
Freehold Building Society	100 All.		5		106 106		
Halifax Steamboat Co.	100		5				
Halifax Gas Company							
Hamilton Gas Company							
Huron Copper Bay Co.	4 12		20			25 50 ps	
Lake Huron S. and C.	5 102						
Montreal Mining Consols.	20 815					2 50 5.00	
Do. Telegraph Co.	40 All.		5		132 133	127 130	130 132
Do. Elevating Co.	00		15 12 m			100 103	
Do. City Gas Co.	40		4	15 Mar. 15 Sep.		132 135	132 134
Do. City Pass. R. Co.	50		5			106 110	106 110
Nova Scotia Telegraph	20						25 cts
Quebec and L.S.	8 84						117 118
Quebec Gas Co.	200 All.		4	1 Mar., 1 Sep.			98 97
Quebec Street R. R.	50 25		8				110 112
Richelieu Navigation Co.	100 All.		7 p.a.	1 Jan., 1 July.			35 40
St. Lawrence Tow Boat Co.	100			3 Feb.			
Tor'to Consumers' Gas Co.	50		2 3 m.	1 My Au Mar Fe	104 105		103 104
Trust & Loan Co. of U. C.	20 5		3				
West'n Canada Bldg Soc'y	50 All.		5		113 113		

INSURANCE COMPANIES.

ENGLISH.—Quotations on the London Market.

No. of Shares.	Last Dividend.	Name of Company.	Shares parval & Amount paid.	Last
20,000		Briton-Medical and General Life	10	1 1/2
50,000	7 1/2	Commer'l Union, Fire, Life and Mar.	50	5 1/2
24,000	8	City of Glasgow	25	2 1/2
5,000	9 1/2	Edinburgh Life	100	15 30 1/2 x
400,000	5 1/2 yr	European Life and Guarantee	2 1/2	11 86 48 6d
100,000	10	Etna Fire and Marine	10	1 1/2
20,000	5	Guardian	100	50 52 1/2
24,000	12	Imperial Fire	500	50 34 5
7,500	9 1/2	Imperial Life	100	10 16 1/2
100,000	10	Lancashire Fire and Life	20	2 2 1/2 x
10,000	11	Life Association of Scotland	40	7 23
35,862	4 1/2 p. sh	London Assurance Corporation	25	12 48
10,000	5	London and Lancashire Life	10	1 1
87,504	40	Liverp'l & London & Globe F. & L.	20	2 7 1/2
20,000	5	National Union Life	5	1 1
20,000	12 1/2	Northern Fire and Life	100	5 10 1/2
40,000	68, 60, 58, 56	North British and Mercantile	50	6 16 16 1/2
40,000	50	Ocean Marine	25	5 20
2,500	25 12s.	Provident Life	100	10 38
	24 1/2 p. s.	Phoenix		136
200,000	2 1/2 h. yr	Queen Fire and Life	10	1 15-16ths
100,000	3s. 6d. 4s.	Royal Insurance	20	3 6 1/2
20,000	10	Scottish Provincial Fire and Life	50	2 1/2 4 1/2
19,000	25	Standard Life	50	12 65
4,000	5	Star Life	25	1 1/2
CANADIAN.				
8,000	4	British America Fire and Marine	850	8 25 56
	4	Canada Life		
4,000	12	Montreal Assurance	250	25 13 5
10,000	3	Provincial Fire and Marine	60	11
	8	Quebec Fire	40	32 1/2 19 1/2
	8	Marine	100	40 90-91
10,000	57 mo's.	Western Assurance	40	6

RAILWAYS.

Company	Shares	Par	Paid	Montr	London
Atlantic and St. Lawrence	100	All.		56	58 1/2 d
Buffalo and Lake Huron	20 1/2			3	3 1/2
Do. Preference	10			5 1/2	6 1/2
Buff. Brantf. & Goderich, 6 p.c. 1872-3-4.	100				
Champlain and St. Lawrence				10 12	
Do. Pref. 10 p.c.				65	72 1/2
Grand Trunk	100			16 17	16 1/2 16 1/2
Do. Eq. G. M. Bds. 1 ch. 6 p.c.	100			84	86
Do. First Preference, 5 p.c.	100			49	51
Do. Deferred, 3 p.c.	100				
Do. Second Pref. Bonds, 5 p.c.	100			39	41
Do. do Deferred, 3 p.c.	100				
Do. Third Pref. Stock, 4 p.c.	100			28	30
Do. do Deferred, 3 p.c.	100				
Do. Fourth Pref. Stock, 3 p.c.	100			19	20
Do. do Deferred, 3 p.c.	100				
Great Western	20 1/2			13 14	13 1/2 14
Do. New	20 1/2			18	
Do. 6 p.c. Bds. due 1873-78.	100	All.		101	103
Do. 5 1/2 p.c. Bds. due 1877-78.	100			93	95
Marine Railway, Halifax \$250, all.	250				
Northern, of Canada, 6 p.c. 1st Pref Bds	100			80	83

EXCHANGE.

	Halifax	Montr'l	Quebec	Toronto
Bank on London, 60 days				
sight or 75 days date	13 1/2	9 1/2	9 1/2	9 1/2
Private do.	12 1/2	8 1/2	8 1/2	9
Private, with documents		7 1/2	8 1/2	
Bank on New York		27 27 1/2	27 27 1/2	73
Private do.		27 1/2	28	
Gold Drafts do.		par	par	1/2 dis.
Silver		3 3/4		3 1/2 5

SECURITIES.

	London.	Montreal	Quebec	Toronto.
Canadian Gov't Deb. 6 p.c. due 1872		100 101	100 101	100 101
Do. do. 6 do due Ja. & Jul. 1877-84	104 106			
Do. do. 6 do. Feb. & Aug.	103 105			
Do. do. 6 do. Mch. & Sep.	103 105			
Do. do. 5 p.c. cur. 1883	91 93	89 1/2 91	89 1/2 90	90 90 1/2
Do. do. 5 do. stg. 1885		89 1/2 91	90 90 1/2	90 90 1/2
Do. do. 7 do. cur.				
Dominion 6 p.c. 1878 cy.		100 102	100 101 1/2	100 101
Hamilton Corporation				
Montreal Harbor, 8 p.c. d. 1869				
Do. do. 7 do. 1870				
Do. do. 6 1/2 do. 1875		100 100 1/2		
Do. do. 6 1/2 do. 1873				
Do. Corporation, 6 p.c. 1891		92 1/2 93 1/2	92 93	92 93
Do. 7 p.c. stock		105 105 1/2	104 105	105 105 1/2
Do. Water Works, 6 p.c. stg. 1878				
Do. do. 6 do. cy. do.		92 1/2 93 1/2		92 93
New Brunswick, 6 p.c. Jan. and July	102 104			
Nova Scotia, 6 p.c. 1875	100 102			
Ottawa City 6 p.c. d. 1880		91 1/2 92 1/2		
Quebec Harbour, 6 p.c. d. 1883			60	
Do. do. 7 do. do.			70	
Do. do. 8 do. 1886			85	
Do. City, 7 p.c. d. 5 years		80 90	90 1/2 91	
Do. do. 7 do. 9 do.			87 88	
Do. do. 7 do. 2 1/2 do.			96 1/2 97	
Do. Water Works,				

Miscellaneous.

DOMINION TELEGRAPH COMPANY.

CAPITAL STOCK \$500,000.
In 10,000 Shares at \$50 Each.

PRESIDENT,
HON. WILLIAM CAYLEY.

TREASURER,
HON. J. McMURRICH.

SECRETARY,
H. B. REEVE.

SOLECITORS,
MESSRS. CAMERON & McMICHAEL.

GENERAL SUPERINTENDENT,
MARTIN RYAN.

DIRECTORS.

HON. J. McMURRICH,
Bryce, McMurrich & Co., Toronto.

A. R. McMASTER, Esq.,
A. R. McMaster & Brother, Toronto.

HON. M. C. CAMERON,
Provincial Secretary, Toronto.

JAMES MICHIE, Esq.,
Fulton, Michie & Co., and George Michie & Co., Toronto

HON. WILLIAM CAYLEY,
Toronto.

A. M. SMITH, Esq.,
A. M. Smith & Co., Toronto.

L. MOFFATT, Esq.,
Moffatt, Murray & Co., Toronto.

H. B. REEVE, Esq.,
Toronto.

MARTIN RYAN, Esq.,
Toronto.

PROSPECTUS.

THE DOMINION TELEGRAPH COMPANY has been organized under the act respecting Telegraph Companies, chapter 67, of the consolidated Statutes of Canada. Its object is to cover the Dominion of Canada with a complete net-work of Telegraph lines.

The Capital Stock

Is \$500,000, divided into 10,000 shares of \$50 each, 5 per cent to be paid at the time of subscribing, the balance to be paid by instalments, not exceeding 10 per cent per month—said instalments to be called in by the Directors as the works progress. The liability of a subscriber is limited to the amount of his subscription.

The Business Affairs of the Company.

Are under the management of a Board of Directors, annually elected by the Shareholders, in conformity with the Charter and By-Laws of the Company.

The Directors are of opinion that it would be to the interest of the Stockholders generally to obtain subscriptions from all quarters of Canada, and with this view they propose to divide the Stock amongst the different towns and cities throughout the Dominion, in allotments suited to the population and business occupations of the different localities, and the interest which they may be supposed to take in such an enterprise.

Contracts of Connections.

A contract, granting permanent connection and extraordinary advantages, has already been executed between this Company and the Atlantic and Pacific Company, of New York; thus, at the very commencement, as the Lines of this Company are constructed from the Suspension Bridge, at Clifton (the point of connection) to any point in the Dominion, all the chief cities and places in the States, touched by the Lines of the Atlantic and Pacific Telegraph Company, are brought in immediate connection therewith.

A permanent connection has also been secured with the Great Western Telegraph Company, of Chicago, whereby this Company will be brought into close connection with all the Lake Ports and other places through the North-western States, and through to California.

4-3mos

Miscellaneous.

GOLD &

STEAM

QUARTZ

(JAMES'



SILVER

STAMP

CRUSHER,

PATENT).

Dickey, Neill & Co.,

ENGINEERS AND BOILER MAKERS,

SOHO FOUNDRY, TORONTO, ONT.,

Sole Manufacturers for the Dominion.

THIS Machine is warranted for two-thirds the price, to do the work of any ordinary Ten Stamp Mill, and is the most perfect Crushing Machine in the world.

Engines and Boilers of all sizes, and Mill Machinery OF EVERY DESCRIPTION ON HAND.

Send for Circular and Price List. 31-6m

Extract of Hemlock Bark—Extract of Oak Bark

Important to Tanners, Merchants, Machinists, Lumbermen and Capitalists seeking for a Remunerative and Profitable Investment in Canada.

THE IRVING BARK EXTRACT COMPANY OF BOSTON have succeeded in perfecting a Machine for obtaining by compression from unground Bark, all the astringent and Tanning properties of Hemlock and Oak Bark.

By the operation of this Machine, which can be taken into the forests of Canada, on the spot where the Bark is peeled, the actual Tanning principle of the Bark is extracted by compression, and is produced in so concentrated and so small a bulk, that it can be conveyed to market, ready for use, at a mere fractional part of the expense required to freight the crude Bark: 40 galls of this Extract, weighing 400 lbs., can be obtained from one cord of first quality of Hemlock Bark, and this is worth for home use or for exportation \$20 per barrel.

We are now ready to grant licenses or to receive orders for these Machines.

Any further information may be obtained by addressing

THOS. W. JOHNSON,

At American House,

Boston, Massachusetts.

nov21-14-1yr

The Mercantile Agency,

FOR THE

PROMOTION AND PROTECTION OF TRADE

Established in 1841.

DUN, WIMAN & Co.

Montreal, Toronto and Halifax.

REFERENCIE Book, containing names and ratings of Business Men in the Dominion, published semi-annually. 24-17.

The St. Lawrence Glass Company

ARE now manufacturing and have for sale,

COAL OIL LAMPS,
various styles and sizes.

LAMP CHIMNEYS,

of extra quality for ordinary Burners also, for the 'Conet' and 'Sun' Burners.

SETS OF

TABLE GLASSWARE, HYACINTH GLASSES,

STEAM GAUGE TUBES, GLASS RODS, &c.,

or any other article made to order, in White or Colored Glass.

KEROSENE BURNERS, COLLARS and SOCKETS, will be kept on hand.

DRUGGISTS FLINT GLASSWARE, and

PHILOSOPHICAL INSTRUMENTS,

made to order.

OFFICE—388 ST. PAUL STREET, MONTREAL.

A. McK. COCHRANE.

Secretary.

8-1y

Miscellaneous.

Western Canada Permanent Building and Savings Society.

OFFICE—No 70 CHURCH STREET, TORONTO.

SAVINGS BANK BRANCH,

DEPOSITS RECEIVED DAILY. INTEREST PAID HALF YEARLY.

ADVANCES

Are made on the security of Real Estate, repayable on the most favourable terms, by a Sinking Fund.

WALTER S. LEE,
36-1y Secy. & Treas.

Canada Permanent Building and Savings Society.

Paid up Capital \$1,000,000
Assets 1,700,000
Annual Income 400,000

Directors:—JOSEPH D. RIDOUT, President.
PETER PATERSON, Vice-President.

J. G. Worts, Edward Hooper, S. Nordheimer, W. C. Chewett, E. H. Rutherford, Joseph Robinson.
Bankers:—Bank of Toronto; Bank of Montreal; Royal Canadian Bank.

OFFICE—Masonic Hall, Toronto Street, Toronto.

Money Received on Deposit bearing five and six per cent. interest.

Advances made on City and Country Property in the Province of Ontario.

J. HERBERT MASON,
36-y Secy & Treas.

STAMP MILLS,
WHEELER PANS,

And other amalgamating Apparatus,
SETTLERS, &c.

STEAM ENGINES, BOILERS,

And all sorts of
GOLD MINING MACHINERY,
Of the most approved description; at

G. & I. Brown's

Machine Shop and Agricultural Works,

BELLEVILLE.

PROSPECTING MILLS,

Worked by Hand, Horse, or Machine Power.

Parties going into Gold Mining in the Quinte District, will do well to have their machinery made on the spot and save freight.

Belleville, April, 1868. 33-6mos.

J. R. Boyce,

NOS. 63 and 65, Great James Street, Montreal, Dealer and Importer of all kinds of TOYS and FANCY GOODS. J. R. B. is the only manufacturer of La Crosse Sticks for the new Indian Game of LACROSSE, and has constantly on hand a large supply, with the printed Rules of the Game. He also manufactures all the requisites for Croquet, and all other Parlour and Lawn Games. Baskets, of all kinds, and every variety of Hair Work, Wigs, Curls, Beards, &c.; Dress and Theatrical Wigs, for sale, Wholesale and Retail Parties engaged in forming new La Crosse Clubs, will do well to apply direct to the above address.

The Albion Hotel,

MONTREAL,

ONE of the oldest established houses in the City is again under the personal management of

Mr. DECKER,

Who, to accommodate his rapidly increasing business, is adding Eighty more Rooms to the house, making the ALBION one of the Largest Establishments in Canada.
June, 1868. 42-6mos

Geo. Girdlestone,

FIRE, Life, Marine, Accident, and Stock Insurance Agent

Very best Companies represented.

Windsor, Ont. June, 1868

Financial.

Pellatt & Osler.

STOCK AND EXCHANGE BROKERS, Accountants, Agents for the Standard Life Assurance Company and New York Casualty Insurance Company.
OFFICE—86 King Street East, four Doors West of Church Street, Toronto.

HENRY PELLATT, Notary Public. EDMUND B. OSLER, Official Assignee.

BROWN'S BANK,
(W. R. Brown, W. C. Chewett)

60 KING STREET EAST, TORONTO.

TRANSACTS a general Banking Business, Buys and Sells New York and Sterling Exchange, Gold, Silver, U. S. Bonds and Uncurrent Money, receives Deposits subject to Cheque at sight, makes Collections and Discounts Commercial Paper.

Orders by Mail or Telegraph promptly executed at most favourable current quotations.

Address letters, "BROWN'S BANK, Toronto."

The Canadian Land and Emigration Company
Offers for sale on Conditions of Settlement,

GOOD FARM LANDS

In the County of Peterboro, Ontario,

In the well settled Township of Dysart, where there are Grist and Saw Mills, Stores, &c., at

ONE AND A HALF DOLLARS AN ACRE.

In the adjoining Townships of Guilford, Dudley, Harburn, Harcourt and Bruton, connected with Dysart and the Village of Haliburton by the Peterson Road, at ONE DOLLAR an Acre.

For further particulars apply to

CHAS. JAS. BLOMFIELD,
Secretary C. L. and E. Co., Toronto.

Or to ALEX. NIVEN, P.L.S.,
Agent C. L. & E. Co., Haliburton;

Insurance.

The Liverpool and London and Globe Insurance Company.

Capital and Reserved Funds.....\$17,005,000.
DAILY CASH RECEIPTS.....\$20,000.

NOTICE IS HEREBY GIVEN, that this Company having deposited the sum of
150,000 Dollars,

in accordance with the Act, 31st Vic., cap. 48, has received the License of the Finance Minister, to transact the business of Life and Fire Insurance in the Dominion of Canada.

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

Hartford Fire Insurance Company.
HARTFORD, CONN.

Cash Capital and Assets over Two Million Dollars.

\$2,026,220.29.

CHARTERED 1810.

THIS old and reliable Company, having an established business in Canada of more than thirty years standing, has complied with the provisions of the new Insurance Act, and made a special deposit of

\$100,000

with the Government for the security of policy-holders, and will continue to grant policies upon the same favorable terms as heretofore.

Specially low rates on first-class dwellings and farm property for a term of one or more years.

Losses as heretofore promptly and equitably adjusted.

Toronto, Ont. E. CHAFFEY & Co., AGENTS.

ROBERT WOOD, GENERAL AGENT FOR CANADA
50-5m

Insurance.

The Standard Life Assurance Company.
Established 1825.

WITH WHICH IS NOW UNITED
THE COLONIAL LIFE ASSURANCE COMPANY.

Head Office for Canada:

MONTREAL—STANDARD COMPANY'S BUILDINGS,
No. 47 GREAT ST. JAMES STREET.

Manager—W.M. RAMSAY. Inspector—RICH'D BULL.

THIS Company having deposited the sum of ONE HUNDRED AND FIFTY THOUSAND DOLLARS with the Receiver-General, in conformity with the Insurance Act passed last Session, Assurances will continue to be carried out at moderate rates and on all the different systems in practice.

AGENT FOR TORONTO—HENRY PELLATT,
KING STREET.

AGENT FOR HAMILTON—JAMES BANCROFT.
6-6mos.

Fire and Marine Assurance.

THE BRITISH AMERICA
ASSURANCE COMPANY.

HEAD OFFICE:
CORNER OF CHURCH AND COURT STREETS,
TORONTO.

BOARD OF DIRECTORS:

Hon. G. W. Allan, M.L.C., A. Joseph, Esq.,
George J. Boyd, Esq., Peter Paterson, Esq.,
Hon. W. Cayley, G. P. Ridout, Esq.,
Richard S. Cassels, Esq., E. H. Rutherford, Esq.,
Thomas C. Street, Esq.

Governor:

GEORGE PERCIVAL RIDOUT, Esq.

Deputy Governor:

PETER PATERSON, Esq.

Fire Inspector: Marine Inspector:
E. ROBY O'BRIEN. CAPT. R. COURNEEN.

Insurances granted on all descriptions of property against loss and damage by fire and the perils of inland navigation.

Agencies established in the principal cities, towns, and ports of shipment throughout the Province.

THOS. WM. BIRCHALL,
Managing Director.

Edinburgh Life Assurance Company.

Founded 1823.

HEAD OFFICE—22 GEORGE STREET, EDINBURGH.

Capital..... £500,000 Ster'g.
Accumulated and Invested Funds, £1,000,000 "

HEAD OFFICE IN CANADA:
WELLINGTON STREET, TORONTO.

SUB-AGENTS THROUGHOUT THE PROVINCE.

J. HILLYARD CAMERON,
Chairman, Canadian Board.

DAVID HIGGINS,
Secretary, Canadian Board. 3-3m

Queen Fire and Life Insurance Company.
OF LIVERPOOL AND LONDON.

ACCEPTS ALL ORDINARY FIRE RISKS
on the most favorable terms.

LIFE RISKS

Will be taken on terms that will compare favorably with other Companies.

CAPITAL..... £2,000,000 Stg.

CHIEF OFFICES—Queen's Buildings, Liverpool, and Gracechurch Street, London.

CANADA BRANCH OFFICE—Exchange Buildings, Montreal.
Resident Secretary and General Agent,

A. MACKENZIE FORBES,
13 St. Sacrament St., Merchants' Exchange, Montreal.
Wm. ROWLAND, Agent, Toronto. 1-1y

Insurance.

Reliance Mutual Life Assurance Society.

(Established, 1840.) OF LONDON, E. C.

Accumulated Funds, over \$1,000,000.

Annual Income, \$300,000.

THE entire Profits of this long-established Society belong to the Policy-holders.

HEAD OFFICE FOR DOMINION—MONTREAL.

T. W. GRIFFITH, Manager & Sec'y.
15-1y WM. HENDERSON, Agent for Toronto.

Etna Insurance Company of Dublin.

The number of Shareholders exceeds Five Hundred.

Capital, \$5,000,000—Annual Income nearly \$1,000,000.

THIS Company takes Fire and Marine Risks on the most favorable terms.

T. W. GRIFFITH, Manager for Canada.
Chief office for Dominion—Corner St. Francois Xavier and St. Sacrament Sts., Montreal.

15-1y WM. HENDERSON, Agent for Toronto

Scottish Provincial Assurance Co.

Established 1825.

CAPITAL..... £1,000,000 STERLING.
INVESTED IN CANADA (1884)..... \$500,000.

Canada Head Office, Montreal.

LIFE DEPARTMENT.

CANADA BOARD OF DIRECTORS:

HUGH TAYLOR, Esq., Advocate,
HOB. CHARLES WILSON, M. L. C.,
WM. SACHE, Esq., Banker,
JACKSON RAE, Esq., Banker,
WM. FRASER, Esq. M. B., Medical Adviser.

The special advantages to be derived from Insuring in this office are:—Strictly Moderate Rates of Premium; Large Bonus (intermediate bonus guaranteed); Liberal Surrender Value, under policies relinquished by assured; and Extensive Limits of Residence and Travel. All business disposed of in Canada, without reference to parent office.

A DAVIDSON PARKER,
Resident Secretary
G. L. MADDISON,
AGENT FOR TORONTO.

15-1yr

Lancashire Insurance Company.

CAPITAL..... £2,000,000 Sterling

FIRE RISKS

Taken at reasonable rates of premium, and ALL LOSSES SETTLED PROMPTLY,
By the undersigned, without reference elsewhere.

S. C. DUNCAN-CLARK & CO.,
General Agents for Ontario,
N. W. Corner of King & Church Streets,
TORONTO.

25-1y

Etna Fire & Marine Insurance Company.

INCORPORATED 1819. CHARTER PERPETUAL.

CASH CAPITAL..... \$3,000,000

LOSSES PAID IN 50 YEARS, 23,500,000 00.

JULY, 1868.

ASSETS.

(At Market Value.)

Cash in hand and in Bank.....	\$544,842 39
Real Estate.....	253,267 29
Mortgage Bonds.....	932,345 00
Bank Stock.....	1,272,670 00
United States, State and City Stock, and other	
Public Securities.....	2,049,855 51
Total.....	\$5,052,880 19

LIABILITIES.

Claims not Due, and Unadjusted.....	\$490,803 55
Amount required by Mass. and New York for Re-Insurance.....	1,405,367 15
Total.....	\$1,896,170 70

E. CHAFFEY & CO., Agents.
50-6m

Insurance.

**ETNA
Live Stock Insurance Company.**

LICENSED BY THE DOMINION GOVERNMENT TO DO BUSINESS IN CANADA.

THE following Accidents, this month, show the importance of Insuring your Horses and Cattle against Death from any cause, or Theft, in the Etna Insurance Company.

MONTREAL, September 16, 1868.
At a fire last night, in the sheds behind Ripin's Hotel, St. Joseph Street, three valuable Stock Horses were destroyed, "Young Clydesdale" and "Emigrant," belonging to the Huntington Agricultural Society—the former worth \$900, and the latter \$1,700; and "Old Beauharnois" cost \$1,000, belonging to the Beauharnois Society.

PORT COLBORNE, September 18, 1868.
HORSES DROWNED.—Two horses belonging to Mr. Briggs, of Port Colborne, and four owned by Mr. Julian, of Port Dalhousie, were drowned in the Canal, near the Junction, early this morning.

A fire at the Glasgow Hotel, Montreal, this morning, destroyed two horses. The fire was caused by drunkenness on the part of the stable man.

MONTREAL, September 24, 1868.
A fire in F. X. Cusson's stables, St. Joseph Street, last night, destroyed three horses.

E. L. SNOW, GENERAL AGENT,
Montreal
Agents for Ontario:—
SCOTT & WALMSLEY,
Ontario Hall, Church Street, Toronto.
67nov1ly

**The Liverpool and London and Globe
Insurance Company.**

INVESTED FUNDS:
FIFTEEN MILLIONS OF DOLLARS.
DAILY INCOME OF THE COMPANY:
TWELVE THOUSAND DOLLARS.
LIFE INSURANCE,
WITH AND WITHOUT PROFITS.
FIRE INSURANCE
On every description of Property, at Lowest Remunerative Rates.
JAMES FRASER, AGENT,
5 King Street West.
Toronto, 1868. 38-ly

**Briton Medical and General Life
Association,**

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

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

No extra charge made to members of Volunteer Corps for services within the British Provinces.

28 TORONTO AGENCY, 5 KING ST. WEST.
oct17-9-lyr JAMES FRASER, Agent.

**Phoenix Insurance Company,
BROOKLYN, N. Y.**

PHILANDER SHAW, Secretary. STEPHEN CROWELL, President.
Cash Capital, \$1,000,000. Surplus, \$666,416.02. Total, 1,666,416.02. Entire Income from all sources for 1866 was \$2,131,839.82.
CHARLES G. FORTIER, Marine Agent.
Ontario Chambers, Toronto, Ont. 19-ly.

Insurance.

**The Victoria Mutual
FIRE INSURANCE COMPANY OF CANADA.**

Insures only Non-Hazardous Property, at Low Rates.
BUSINESS STRICTLY MUTUAL.

GEORGE H. MILLS, President.
W. D. BOOKER, Secretary.
HEAD OFFICE.....HAMILTON, ONTARIO
aug 15-lyr

The Etna Life Insurance Company.

AN attack, abounding with errors, having been made upon the Etna Life Insurance Co. by the editor of the Montreal Daily News; and certain agents of British Companies being now engaged in handing around copies of the attack, thus seeking to damage the Company's standing,—I have pleasure in laying before the public the following certificate, bearing the signatures of the Presidents and Cashiers who happened to be in their Offices) of every Bank in Hartford; also that of the President and Secretary of the old Etna Fire Insurance Company:—

"To whom it may concern:—
We, the undersigned, regard the Etna Life Insurance Company, of this city, as one of the most successful and prosperous Insurance Companies in the States,—entirely reliable, responsible, and honourable in all its dealings, and most worthy of public confidence and patronage."

- Lucius J. Hendee, President Etna Fire Insurance Co., and late Treasurer of the State of Connecticut.
- J. Goodnow, Secretary Etna Fire Insurance Co.
- C. H. Northum, President, and J. B. Powell, Cashier National Bank.
- C. T. Hillyer, President Charter Oak National Bank.
- E. D. Tiffany, President First National Bank.
- G. T. Davis, President City National Bank.
- F. S. Riley, Cashier, do. do. do.
- John C. Tracy, President of Farmers' and Mechanics' National Bank.
- M. W. Graves, Cashier Conn. River Banking Co.
- H. A. Redfield, Cashier Phoenix National Bank.
- O. G. Terry, President Etna National Bank.
- J. R. Redfield, Cashier National Exchange Bank.
- John G. Root, Assistant Cashier American National Bank.
- George F. Hills, Cashier State Bank of Hartford.
- Jas. Potter, Cashier Hartford National Bank.
Hartford, Nov. 26, 1867.

Many of the above-mentioned parties are closely connected with other Life Insurance Companies, but all unhesitatingly commend our Company as "reliable, responsible, honourable in all its dealings, and most worthy of public confidence and patronage."

JOHN GARVIN,
General Agent, Toronto Street.
Toronto, Dec. 3, 1867. 16-ly

Life Association of Scotland.

INVESTED FUNDS
UPWARDS OF £1,000,000 STERLING.

THIS Institution differs from other Life Offices, in that the

BONUSES FROM PROFITS
Are applied on a special system for the Policy-holder's PERSONAL BENEFIT AND ENJOYMENT DURING HIS OWN LIFETIME,

WITH THE OPTION OF
LARGE BONUS ADDITIONS TO THE SUM ASSURED.

The Policy-holder thus obtains
A LARGE REDUCTION OF PRESENT OUTLAY
OR
A PROVISION FOR OLD AGE OF A MOST IMPORTANT AMOUNT IN ONE CASH PAYMENT,
OR A LIFE ANNUITY,

Without any expense or outlay whatever beyond the ordinary Assurance Premium for the Sum Assured, which remains in tact for Policy-holder's heirs, or other purposes.

CANADA—MONTREAL—PLACE D'ARMES.

DIRECTORS:
DAVID TORRANCE, Esq., (D. Torrance & Co.)
GEORGE MOFFATT, (Gillespie, Moffatt & Co.)
ALEXANDER MORRIS, Esq., M.P., Barrister, Perth.
SIR G. E. CARTIER, M.P., Minister of Militia.
PETER REDPATH, Esq., (J. Redpath & Son.)
J. H. R. MOLSON, Esq., (J. H. R. Molson & Bros.)
Solicitors—MESSRS. TORRANCE & MORRIS.
Medical Officer—R. PALMER HOWARD, Esq., M.D.
Secretary—P. WARDLAW.
Inspector of Agencies—JAMES B. M. CHIPMAN.

Insurance.

**North British and Mercantile Insurance
Company.**

Established 1809.

HEAD OFFICE, CANADA, MONTREAL,

TORONTO BRANCH:
LOCAL OFFICES, NOS. 4 & 6 WELLINGTON STREET.
Fire Department, R. N. GOOCH, Agent.
Life Department, H. L. HIME, Agent.
29-ly

Phoenix Fire Assurance Company.

LOMBARD ST. AND CHANCING CROSS,
LONDON, ENG.

Insurances effected in all parts of the World

Claims paid
WITH PROMPTITUDE and LIBERALITY.
MOFFATT, MURRAY & BEATTIE,
Agents for Toronto,
36-Yonge Street,
28-ly.

**The Commercial Union Assurance
Company,**

19 & 20 CORNHILL, LONDON, ENGLAND.

Capital, £2,500,000 Stg.—Invested over \$2,000,000
FIRE DEPARTMENT.—Insurance granted on all descriptions of property at reasonable rates.

LIFE DEPARTMENT.—The success of this branch has been unprecedented—NINETY PERCENT. of premiums now in hand. First year's premiums were over \$100,000. Economy of management guaranteed. Perfect security. Moderate rates.

OFFICE—385 & 387 ST PAUL STREET, MONTREAL
MORLAND, WATSON & Co.,
General Agents for Canada.
FRD. COLE, Secretary.

Inspector of Agencies—T. C. LIVINGSTON, P.L.S.
W. M. WESTMACOTT, Agent at Toronto.
16-ly

**Phoenix Mutual Life Insurance Co.,
HARTFORD, CONN.**

Accumulated Fund, \$2,900,000, Income, \$1,000,000.

THIS Company, established in 1851, is one of the most reliable Companies doing business in the country, and has been steadily prospering. The Massachusetts Insurance Reports show that in nearly all important matters it is superior to the general average of Companies. It offers to intending assurers the following reasons, amongst others, for preferring it to other companies:

It is purely Mutual. It allows the Insured to travel and reside in any portion of the United States and Europe. It throws out almost all restriction on occupation from its Policies. It will, if desired, take a note for part of the Premium, thus combining all the advantages of a note and all cash company. Its Dividends are declared annually and applied in reduction of Premium. Its Dividends are in every case on Premiums paid. The Dividends of the PHOENIX have averaged fifty per cent. yearly. In the settlement of Policies, a Dividend will be allowed for each year the policy has been in force. The number of Dividends will always equal the outstanding Notes. It pays its losses promptly—during its existence never having contested a claim. It issues Policies for the benefit of Married Women beyond the reach of their husband's creditors. Creditors may also insure the lives of Debtors. Its Policies are all Non-forfeiting, as it always allows the assured to surrender his Policy, should he desire, the Company giving a paid-up Policy therefor. This important feature will commend itself to all. The inducements now offered by the PHOENIX are better and more liberal than those of any other Company. Its rate of Mortality is exceedingly low and under the average.

Parties contemplating Life Insurance will find it to their interest to call and examine our system. Policies issued payable either in Gold or American currency.

ANGUS R. BETHUNE,
General Manager,
Dominion of Canada

Office: 104 ST. FRANÇOIS XAVIER ST. MONTREAL.
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