

The Canadian Monetary Times

AND INSURANCE CHRONICLE,

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

VOL. 1, NO. 20.

TORONTO, THURSDAY, JAN. 2, 1868.

SUBSCRIPTION,
\$3 A YEAR.

Mines.

THE MADOC GOLD REGIONS.

From our own Correspondent.

BELLEVILLE, Dec. 31, 1867.

The weather of the present winter has so far been very favorable for the prosecution of miners' work. The unusual mildness of the temperature, and the comparative absence of snow, have hitherto allowed the prospectors to pursue their investigations almost without interruption, and most of the persons so engaged have been working with redoubled energy, so as to make the most of the time when they had the field to themselves, and so to anticipate the rush of would-be discoverers, whom they expect to swarm into our now well established mineral region in the spring.

Nor have their exertions been altogether without reward. Several additional deposits have been found, and the ores assayed, and if they yield in the gross anything like the amounts found in the assays made in the small quantities, (rarely exceeding five pounds) in which they are generally manipulated, the expectations of the most sanguine among our mining population will be fully realized.

The mine discovered by Mr. Powell, in the township of Marmora, is likely to turn out of great importance, as other specimens of equal richness to those first exhibited by him have been found.

As the nature of the country, and the lay of the gold-bearing ridges begin to be better understood, those persons who are engaged in prospecting go to work more systematically and with a better likelihood of success in their still somewhat precarious occupation. A reef, leading from the Barry mine, has thus been traced across several lots to a place on No. 8, in the first concession of Elzevir, known as Smith's Falls, on Black Creek, where visible gold has been found in the rock, at a small depth below the surface.

The Wellington Mining Company, whose shaft is located on the west half of lot 18, in the 5th concession of Madoc, on the east half of which lot the Richardson mine is situated, have had a preliminary survey of a small lot of "quartz" made by Messrs. Scott & Co., which yielded gold at the rate of \$146 per ton.

Another assay by the same firm of a portion of rock from a mine in the north-east corner of the township of Rawdon, gave \$150 to the ton; which was confirmed by another assay from the same place, made by Mr. Smith, of Madoc, yielding \$160 per ton.

I have already mentioned the Empire mine, in the village of Madoc, as one of our first-class mines. The owners have had two samples of their ore reduced by Messrs. Daniels & Co. The first of one ton returned \$34.76 in gold. The second, of 14 tons, yielded at the rate of \$21.40 per ton. This, I believe, is the largest sample of ore yet assayed at one operation, and cannot fail to be regarded as a most satisfactory return. The rock was not selected with a view of getting a large yield, as the proprietors do not intend to "stock" the mine, but was taken at various depths from the surface downwards, so as to give them as correct a view as possible of the value of their property.

Something has also been done in the way of silver, though the many reported discoveries of rich deposits of silver ore have by no means been substantiated. One assay, however, by Mr. E. Morrison, of Toronto, has produced six grains of silver from one ounce of quartz taken from lot 12, in the 5th Con. of Tudor, or at the rate of \$489 37 per ton.

Many of those fallacious silver reports have unquestionably arisen from pure ignorance on the part of some of our "practical miners," who, being unacquainted with the discrimination of the metals, or the proper tests to which they should be subjected, unhesitatingly pronounced every white "button" they obtained by their inartificial smelting to be silver; whereas the said buttons were generally alloys of lead, antimony, bismuth, copper, &c. For instance, a person brought to me, on Saturday, three beautiful buttons, which he confidently believed to be "pure silver;" but on being tested they proved to be tin, of great purity. An assay is to be made of ten pounds of the rock from which they were taken, and as the proportion of ore gangue appears to be large, I hope to be able to announce in my next the discovery of a valuable mine of tin.

SILVER MINE IN NEW BRUNSWICK.—We are informed on what appears to be reliable authority, that the silver mine discovered in Prince Wm., is capable of producing silver ore to the value of \$10,000 per day, and that the antimony extracted from the ore is sufficiently valuable to pay all the expenses of mining. We have been further told that Mr. Lawrence, the owner of the mine, has refused \$200,000 for a single acre of this silvery soil. He owns, it is said, a thousand acres, thinks the mine inexhaustible, and supposes himself to be the richest man on this continent.—*Visitor, St. John.*

THE DELERY GOLD MINES.—It appears that the General Manager, Mr. Winchell, resigned his office on the first of last month, and that Professor Hind, well and favorably known in connection with our provincial scientific commissions, has received the appointment *ad interim*. Professor Hind's recent explorations in the No. 1 section of the company's territory have resulted in two important discoveries: the one being an extensive deposit of iron mineral, and the other some very rich veins of gold, bearing granite. The latter discovery is of the utmost importance, as rock in this condition is far richer in gold than that known as quartz. The experiments made already demonstrate exceeding richness, and a vast body of "the mass."

DUBUQUE LEAD MINES.—The amount of lead mineral raised from January 1st to Dec. 15, 1867, from the Dubuque Lead Mines, aggregates 4,000,000 pounds, equal to 50,000 pigs of lead, valued at \$48 per 1,000 lbs, and the pig lead at \$8.50 per cental.—*Exchange.*

Insurance.

SURRENDER VALUE OF LIFE POLICIES.—The *Amicable Mutual Life Assurance Society*, recently established in the three cities of London, Dublin and Glasgow, has adopted as a new feature a liberal table of surrender values, so that any person insuring under its whole life table can learn how much the company will allow him for his policy, providing he should at any period be compelled to abandon further payments. For example, a person aged twenty-five years who had paid a premium of £10, could, at the end of the year, resign his policy and receive back £3 6s. 8d., or one-third of this payment. At the end of ten years he could retire with £4 2s. 1d. for every £10 paid, or £41 0s. 10d. of the £100. This is the same in principle as the much cherished non-forfeiture clause of this country, but upon a rather less liberal basis, for in the States, although on

money is returned to the insured upon his withdrawal, upon payment of two premiums he is furnished with a life policy for the full amount, paid in premiums, less five per cent. interest, and no further premium is charged.—*Insurance Journal.*

FIRE RECORD.—Stratford, Dec. 24. The Stratford Woolen Mills; total loss estimated at \$8,000; insurance \$1,500.

Cornwallis, N. S., Dec. 10. Barn of David Ellsley; loss about \$400.

Toronto, December 31. Beard's Foundry; loss heavy. Insured in *Etna*, of Dublin, for \$4,000; in the *Lancashire* for 2,600. Total \$6,000.

DISASTERS ON THE LAKES IN 1867.—The Detroit papers published a list of the disasters which have occurred on the lakes during the past season of navigation. The list is very long, the total number of casualties far exceeding the number in any former year. Instances of vessels having grounded at various points where the expense of getting off has varied from ten to \$50 and numbering ninety-four cases, those being secondary in importance have been omitted. With those recited they swell the grand total of disasters for the season of 1867 to 931. Seven propellers and thirty-three grain vessels have been lost, to which may be added thirty more which were engaged exclusively in the lumber trade. Fifteen vessels engaged in the grain traffic the past year have been condemned, and unless re-built, will have to fall back to the stave or lumber freighting.

The number of lives lost on the lakes and in ports during the season, is 182, being rather below the average fatality. By far the greater number of casualties in any one month, occurred in November, when 288 vessels of all classes met with disaster. The total tonnage lost is shown by the following recapitulation:

	Number.	Tonnage.
Steamers	3	450
Propellers	6	3,143
Tugs	6	565
Barks	9	4,121
Brigs	2	624
Schooners	25	11,196
Barges	1	462
Scows	7	500
Total	86	21,070

The following were the disasters for the last eight years:—Total number of disasters in 1860, 277; in 1861, 275; in 1862, 200; in 1863, 300; in 1864, 329; in 1865, 421; in 1866, 621; in 1867, 931.

NEW RATES IN FIRE INSURANCE.—The local Board of Underwriters has abandoned the rates established about ten months ago. It is said they have been but faithfully adhered to, and this lack of integrity amongst its members has led to the dissolution of the combination. The magnitude of the prevailing losses by fire by no means justify the resumption of competing rates, and we trust that no company will attempt to transact business below remunerative premiums.—*Real Estate Journal.*

GREEK FIRE.—Which is regarded as one of the most terrible of incendiaries, because it is inextinguishable by water, is discovered to possess no such quality. Instead of its having rather an appetite for water, as stated by those who love the marvellous, it is found to succumb readily to that element, and is no more to be dreaded in that respect than a box of lucifer matches.

Financial.

RENEWALS.—The Directors of the Halifax Banks have come to the determination that from and after the 1st January to the 1st July, renewals of notes falling due shall not be for more than two-thirds of original, and from the 1st July to the 31st December one half shall be the minimum, and after that the system of renewing shall forever cease. This is likely to press hard on a good many persons at first, but it is a step in the right direction, as, if persevered in, it must eventually bring about the cash system of trade in all kinds of business.

NEW PUBLICATION. We have received an ably written pamphlet, by Mr. John McLean, on the subject of Free Trade and Protection. It is written in the interest of protection, and worthy of careful perusal.

STATISTICS OF SAVINGS BANKS AND BUILDING SOCIETIES.

Condition of Savings Banks in 1866.

NAME	Head Office	Assets	Liabilities	No. of Deposits	Rate of Interest paid	Amount depos. 1866	Amount withdrawn
Provident	Quebec	\$714,181	\$619,233	5,221	4 & 5	\$437,804	448,923
Calais D'Economie	Quebec	805,150	739,069	5,461	4 & 5	1,184,574	1,117,376
City and District	Montreal	1,193,230	1,062,790	9,901	4	1,977,194	2,005,330
Northumberland & Durham	Cobourg	164,118	156,703	789	5	149,039	112,001
Home District	Toronto	209,525	200,525	1,238	4	142,961	139,636
Toronto	Toronto	180,756	114,533	769	5 & 6	145,338	139,903
Total		\$3,376,932	\$2,981,794	13,329		\$4,037,533	\$4,033,476
BUILDING SOCIETIES Transacting Savings Bank Business.							
Frontenac, L. & L.	Kingston	\$63,536	...	336	5	81,892	55,358
Western C. P.	Toronto	73,151	...	189	5, 6, & 7	83,510	54,821
Freehold	Toronto	80,151	...	235	6	78,398	74,840
Union Bdg. S.	Toronto	10,186	...	36	6	18,396	19,069
Provincial Bdg. S.	Toronto	1,169	...	73	6 & 5	1,964	976
Canada Permanent	Toronto	316,987	...	782	4, 5, & 6	148,876	182,857
Commercial Bdg.	Toronto	38,737	...	44	6	14,110	13,273
Huron & Erie S. & L.	London	50,755	...	225	4 & 6	45,331	40,512
Total		\$839,733		1,850		1,492,190	\$438,658

Statistics of Permanent Building Societies, 1866.

NAME	Assets	Amount declared
Quebec	138,634	
Montreal	204,119	10 ct.
Montreal Dis.	343,560	10
Kingston	16,376	10
Frontenac L. & B.	179,390	10
Freehold	470,242	10
Union	51,489	10
Commercial	110,855	10
Canada Permanent	1,479,580	10
Metropolitan	64,609	10
Provincial	50,854	8
Toronto	11,938	10
Western Canada	237,349	10
Guelph
Oxford	4,888	...
Huron and Erie	223,839	9
Hand-in-hand	6,452	...
Ottawa	8,558	...
Civil Service	5,586	8
Total	3,608,327	

Comparative Recapitulation.

	1866.	1865.	1864.
Amounts due Depositors.	\$2,781,701	\$2,904,147	\$2,941,761
Savings Banks proper.	488,310	585,228	629,733
Savings Branches Bdg. S.	\$3,270,012	\$3,489,376	\$3,571,494
Moneys in hands of Permanent Bdg. Societies	\$2,629,703	\$3,233,965	\$3,608,327
Terminable Bdg. Societies	602,803	642,399	302,493
Total	\$3,232,506	\$3,876,884	\$3,910,820

BANK FAILURE.—The Farmers and Mechanics' Bank of Burlington, Vermont, having failed a short time since, all the effects have been disposed of and a final dividend declared to the stockholders, of \$7.40 per share, or 20 per cent. One hundred and five per cent. having been previously divided, the stockholders have had their entire capital returned them and a surplus of a little over twenty-seven per cent. Cause of failure—heavy losses in 1854.

"THE CANADIAN MONETARY TIMES."—Dr. Kempson, of the CANADIAN MONETARY TIMES AND INSURANCE CHRONICLE, a well conducted and valuable paper, published in Toronto, is in town canvassing in the interest of that journal. Mr. Cochrane has been appointed agent for this city and neighborhood. The MONETARY TIMES is highly spoken of by the American as well as the Canadian press, and we are glad to learn that, so far, Dr. Kempson has been most successful in his canvass.—*Ottawa Times.*

Law Report.

CURIOUS MARINE INSURANCE CASE.—The case of Dabney vs. the New England Life Mutual Insurance Company, was an action of contract upon a policy of insurance on the bark Fredonia, issued to the plaintiff by the defendant, to recover a sum of money, as general average for a jettison of a part of a cargo of oranges thrown overboard from the Fredonia and belonging to the plaintiff. In December, 1865, the bark Fredonia landed at this port about three hundred emigrants, who were taken from the ship Gratitudine, which the captain of the bark found in a sinking condition. In order to make room for the passengers and crew of the ship the captain was obliged to throw overboard a part of his cargo of fruit, or leave the passengers and crew of the Gratitudine to go down with the ship. The action was brought in the Superior Civil Court of Mass., and judgment ordered for the plaintiff. Exceptions were taken by the defendant and the case was carried to the Supreme Court. The following are the grounds upon which the Court ordered judgment for the defendant:—"The facts show that the immediate motive and cause of the jettison were not to preserve or restore the navigability of the vessel insured, but to make room for and receive on board the passengers and crew of another vessel, which was in imminent danger of foundering at sea with all on board. The jettison cannot, therefore, be deemed to have been before sacrifice of a part of the cargo for the purpose of obtaining safety from a peril impending over the vessel insured and cargo and freight. There was not a general average loss entitling the owner of cargo to contribution."

CONTRACT MADE IN CHICAGO.—A contract for the sale of goods to the plaintiffs at a certain price, payable in Toronto, was made by the

defendant at Chicago, through his agent there; the goods to be shipped by the G. T. R. from Toronto. No sold note was signed by the broker until after action brought for the non-delivery: but it was proved that the 17th section of the Statute of Frauds was not in force in Illinois. It was held by the Court that the contract being valid when it was made could be enforced here, though not in writing.—*Green v. Lewis*, 26 Q. B. Reports.

Official Notices.

Notice is given that the Montreal City Passenger Railway Company will apply to the Legislature of Quebec for an Act granting amendments to its charter.

Notice is given that application will be made to the Legislature of Quebec, for an amendment to the Act incorporating "The Sherbrooke Manufacturing Company," so as to admit of an early election of Directors, and for other purposes.

The annual general meeting of the Brockville and Ottawa Railway Company will be held at the "Campbell House," in Brockville, on Wednesday, the fifth of February next.

Application will be made to the Legislature of Quebec, for an Act to incorporate a company for the purpose of manufacturing boots, shoes and other goods.

Notice is given that application will be made to Parliament for an Act to amend the Act chaptered 106, 29th and 30th Victoria, intitled, an Act to incorporate the Ottawa City Passenger Railway Company.

Notice is given that application will be made to the Lieutenant Governor of Ontario, for a charter of incorporation, by the following persons, viz.: Alpheus Field Wood, of Madoc, merchant; Richard Sparling, of Madoc, miner; Thomas Scram McGlashan, of Madoc, miner; Mahlon Burwell McGregor, of Madoc, livery keeper; Thomas Alexander Mitchell, of Madoc, miner, all in the county of Hastings; John Joseph Vickers, of Toronto, agent; James Edwin Ellis, of Toronto, jeweller. The head office of the company is to be at the village of Madoc, and the operations of the company are to be carried on in the township of Madoc, in the county of Hastings, in the Province of Ontario, and elsewhere in Canada. The capital stock of the company is \$72,000. The number of shares is 2,400, and the value of each is \$30. The amount of stock paid in is \$47,310, which has been invested in mineral lots numbers 61, 62, 63, and 64, and number 17, in the 5th concession of the township of Madoc, designated Eldorado.

Notice is given that application will be made by petition to the Governor General in Council for a Charter of Incorporation by letters patent, by William Dow, gentleman, Benjamin Hutchins, merchant, William Wallace Stuart, merchant, Alexander Walker, merchant, and James Mpir, merchant, all of the city of Montreal. The proposed corporate name of the company is "The Anglo-Saxon Gold Mining Company." The head office of the company is to be at Montreal, and the operations of the company are to be carried on in the township of Madoc. The nominal capital of the company is \$1,250,000 currency. The number of shares is 25,000, and the value of each share is \$50 currency. The amount of stock subscribed is \$100,000 currency.

—Shipbuilding on the Merrimack is almost given up at present, two ships and two schooners being all the vessels now on the stocks. Cause: protective tariff.

FISHING LICENCES.—From a return made of the fishing licenses issued, the following is gleaned:—Issued from Nova Scotia ports, 1866—341 vessels at 50 cents per ton, \$9,368 50; 1867—277 vessels, at \$1 per ton, \$313,432. Canada, on schooner "La Canadienne," 1866—10 vessels 50 cents per ton, \$296. New Brunswick, 1866—1 vessel at 50 cents per ton, \$13. Total, \$23,109 50.

ADVANCE ON BEER.—The Toronto brewers advanced the price of beer, ale, and porter, five cents per gallon, on the 20th inst.

MONTREAL OCEAN STEAMSHIP COMPANY.—We notice that the Montreal Ocean Steamship Company is building two new vessels of 3,000 tons each, to be respectively called the "European" and "Abyssinian." It may not be generally known, but it is nevertheless a fact, that the Messrs. Allans are now the largest steamship owners on the continent. Their Liverpool line may now be said to comprise 11 vessels, of a total of 27,168 tons, and their Glasgow line 4 vessels, of 5,757, or together 15 splendid full powered iron screw steamers, of an aggregate of 32,925 tons. No other company on this side of the Atlantic can show such a large and fine fleet, for it may be said to be principally owned in this city. There is another fact in this connection which we would draw attention to. These 3,000 ton vessels are intended to come up to Montreal. Ship owners abroad may therefore form some idea of our harbour and the channel which leads up to it.—*Montreal Gazette.*

GRAIN TRADE OF BUFFALO.—The receipts of grain at Buffalo for the last 18 years are shown by the following figures:

Years	Grain, bu.	Years	Grain, bu.
1849	11,986,690	1858	23,686,374
1850	11,585,649	1859	18,049,798
1851	16,762,613	1860	41,722,100
1852	18,583,875	1861	62,275,951
1853	19,316,019	1862	74,811,877
1854	23,796,038	1863	66,713,000
1855	21,613,904	1864	47,683,270
1856	30,793,225	1865	51,400,100
1857	16,142,310	1866	51,670,100
		1877	36,798,300

In 1866 the receipts are only to December 7th; in 1867 the receipts are only to November 30th.

FAILURE.—John C. Fox, the piano-forte makers of Kingston, have failed for \$66,000.

C. K. Remington,
266 MAIN STREET, BUFFALO, N. Y.
MUSIC Publisher, and dealer in all kinds of Musical Instruments and Merchandise.
All orders promptly attended to.
Orders from the Dominion of Canada solicited.
20-1y

J. T. & W. Pennoek,
FIRE and Life Insurance Agents, Parliamentary and Departmental Agents, Mining Agents, and Exchange Brokers.
Ottawa, Dec. 21st, 1867. 10-1y

Western Assurance Company,
(OF CANADA)
HEAD OFFICE:
COR. CHURCH AND COLBORNE STREETS,
TORONTO.
FIRE AND MARINE INSURANCE.

CAPITAL STOCK, \$400,000.
STOCK paid in \$66,351 60
Surplus account 36,738 01
Total (being investments at estimated value and Cash in Bank at 30th November, 1867)..... \$103,089 61
Premium Receipts for the year ending 30th November, 1867 \$171,960 56

PRESIDENT:
HON. J. McMURRICH.
VICE-PRESIDENT:
CHARLES MAGRATH, Esq.
DIRECTORS:
Robert Beaty, Esq.¹ James Michie, Esq.
Rice Lewis, Esq. Charles Magrath, Esq.
Hon'ble J. McMurrich. Thomas Haworth, Esq.
A. M. Smith, Esq. John Fiskin, Esq.
A. Manning, Esq.
W. W. Elight, Fire Inspector.
Capt. J. T. Douglas, Marine Inspector.
BERNARD HALDAN,
Secretary.

Western Assurance Company's Office,
Toronto, Dec. 28, 1867. 23-4f 19-3m

The Standard Life Assurance Company,
WITH which is now united the **COLONIAL LIFE ASSURANCE COMPANY.**
Established 1825.
HEAD OFFICES—EDINBURGH and MONTREAL.
Accumulated Fund, upwards of \$8,000,000.
Income, 1867..... \$3,285,000.
Manager—W. M. RAMSAY. Inspector—RICH'D BULL.
TORONTO—HENRY PELLATT, AGENT.
Agencies in every Town throughout the Dominion.
18-1y.

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 'Comet' and 'Sun' Burners
SETS OF
TABLE GLASSWARE, HYACINTH GLASSES,
STEAM GAUGE TABLES, 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.
18-1y Secretary.

Phoenix Insurance Company,
BROOKLYN, N. Y.
PHILANDER SHAW, EDGAR W. COWELL,
Secretary. Vice-President
STEPHEN CROWE, President.
Capital, \$1,000,000. Surplus, \$666,416.02. To
tal, 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. 19-1y.

Honore Flamondon,
CUSTOM House Broker, Forwarder, and General
Agent, Quebec.
Office—Custom House Building.
Quebec, 9th December, 1867. 17-1y

**Western Canada Permanent Building
AND SAVINGS SOCIETY.**
NINTH HALF-YEARLY DIVIDEND.

NOTICE is hereby given, that a Dividend of 5 per cent on the capital stock of this institution has been declared for the half-year ending 31st inst., and the same will be payable at the office of the Society No. 70 Church St., on and after
WEDNESDAY, 8th DAY OF JANUARY NEXT.
The transfer books will be closed from the 10th to 31st December inclusive.
By order of the Board.
WALTER S. LEE,
Sec and Treasurer.
Toronto, Dec. 21. 19-4f.

Canada Life Assurance Company.
ESTABLISHED IN 1847.
Incorporated under Special Act of Parliament.
Amount of Capital and Funds, over..... \$1,800,000
Assurances in force, over..... \$1,600,000
Number of Policies in force, over 3,000
Annual Income, over \$170,000
Claims paid for Deaths since commencement of Company, over..... \$450,000
This Company was specially established for the purpose of granting to assurers every security, advantage and facility which prudence or liberality can suggest; and that course has resulted in a larger amount of Life Assurance in Canada than any other Institution there.
Table of Rates for the more general form of Life Assurance, and every information, may be obtained at the Head Office, Hamilton, or at any of the Agencies.
A. G. RAMSAY,
Manager.
Office in Toronto, Toronto Street
E. IRADBURNE,
Agent

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 LA CROSSE, 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, Curis, 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.
Nov. 30, 1867. 16-1y

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 PER CENT. 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.
FRED. COLE, Secretary.
Inspector of Agencies—T. C. LIVINGSTON, P.L.S.
W. M. WESTMACOTT, Agent at Toronto.
16-1y

Phoenix Mutual Life Insurance Co.
HARTFORD, CONN.
Accumulated Fund, \$2,000,000, 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. FRANCOIS XAVIER ST. MONTREAL.
Active and energetic Agents and Canvassers wanted in every town and village, to whom liberal inducements will be given. 16-1y

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.
15-1y T. W. GRIFFITH, Manager & Sec'y.

Edgar Insurance Company of Dublin.
The number of Shareholders exceeds Five Hundred
Capital, \$2,500,000—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. 16-1y

Berkshire Life Insurance Co. OF MASSACHUSETTS.

MONTRÉAL OFFICE:
20 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 for the protection of Policy holders.
ANNUAL INCOME..... \$500,000.
\$100,000 divided this year in cash amongst its Policy holders.

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Examining Physicians:—J. Emery Coderre, 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.,
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We are now ready to grant licenses or to receive orders for these Machines.

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Philip Browne & Co.,
STOCK, MONEY AND EXCHANGE BROKERS,
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Established..... A. D. 1849.
Incorporated..... A. D. 1854.

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DIRECTORS IN CANADA:

(All of whom are fully qualified Shareholders.)

HENRY THOMAS, Esq., WILLIAM WORKMAN, Esq.,
HUGH ALLAN, Esq., FRANCOIS LeCLAIRE, Esq.,
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Manager for Canada,

EDWARD RAWLINGS.

Agent in Toronto,

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STOCK AND EXCHANGE BROKERS,
ACCOUNTANTS,

AGENTS FOR THE

STANDARD LIFE ASSURANCE COMPANY,
AND

NEW YORK CASUALTY INSURANCE COMPANY.

OFFICE—86 King St. East, 4 Doors West of Church St.,
TORONTO.

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

The Canadian Monetary Times.

THURSDAY, JAN. 2, 1868.

WESTERN ASSURANCE COMPANY.

The annual meeting of the shareholders of this company was held at their offices in this city, on the 27th inst. From a statement submitted by the Directors, it appears that the total premiums received during the year amounted to \$171,960.56. After providing for losses adjusted and unadjusted, footing up to \$81,489 on fire and \$17,739 on marine risks, or a total of \$99,228, a balance of \$36,017.75 is carried to the credit of profit and loss account. A dividend at the rate of 8 per cent per cent per annum was declared on the half year, absorbing the sum of \$2,395. The report is considered satisfactory.

THE GRAND TRUNK RAILWAY.

We have noticed at various times in *Herepath's Railway Journal*, articles respecting the treatment the Grand Trunk Company received from Canada, whose tenor is very unfair to us. Little credit is given for

what we have done, and our motives are misconstrued. We are all willing to admit that the road has been and is of the greatest service to our country, and we all regret that owing to a variety of circumstances it has not been profitable as an investment. But we do not use the language that our influential contemporaries put into our mouths; nor are we so avaricious as we are represented to be. If those Englishmen who put their money into the enterprise have suffered and lost, we, Canadians, have suffered and lost likewise. But if all that we have done has been forgotten, we take the liberty of recalling a few suggestive facts.

When the prospectus of the Grand Trunk Company was issued, the sum advanced and to be advanced by the Province was fixed by legislative enactment at £2,211,500 sterling, in Provincial debentures, secured by the first hypothec on these particular works to which the guarantee was supplied. These constituted the inducements as far as the Canadian Government was concerned, held out in the prospectus to capitalists to invest. In 1854, by the Grand Trunk Act, the Government lien was declared to apply to the whole railway and its work.

In May, 1855, additional aid was granted by loan of £900,000 sterling, pursuant to Act of Parliament. This was made a first charge, payable in twenty years with interest. In July, 1856, the Province surrendered its first hypothec on the road, to the extent of £2,000,000 sterling. In 1857 additional relief was afforded by granting an extension of one year of time to complete the Company's works. In 1858 the issue of additional preferential bonds was allowed. The Government itself came to the assistance of the Company, by making loans and advances through the Bank of Upper Canada, and thereby enabled the Company to tide over its financial difficulties. In 1862, power was given to issue equipment mortgage bonds, a first charge on the road, to the extent of £500,000.

Although the responsibility of the Province on behalf of the Company at the outset was £2,211,500 sterling, yet additional aid to the amount of £900,000 stg. was granted. The first hypothec of the Province was diminished by the issue of two millions preferential bonds. An additional liability was incurred by the Government of meeting the obligations of the Company for interest for a period of five years, in respect of the whole £3,111,500, accepting in repayment of this further advance, an equal amount of stock in the share capital of the Company. Afterwards the Province gave up all claim to interest from the Company until its earnings would be sufficient to pay all interest, with a dividend of six per cent to the shareholders. Subsequently, as we have seen, the Company was empowered to incur an additional debt of half a million, with a privilege of priority of repayment over any of the obligations of the Company.

Now, what proportion of the amount invested or lost do we Canadians bear?

Provincial bonds.....	\$15,142,688
Municipal bonds.....	1,500,000
Stock held privately.....	250,000
Local loans.....	1,000,000
Interest to December, 1862.....	6,368,947
Interest from 1862 to 1867, say	5,500,000

\$29,761,580

It cannot be said with justice that our Legislature has not acted in a liberal spirit towards the Grand Trunk Company, from its inception to the present time; and considering the great expenditures rendered necessary by the opening up of the country and promoting its commercial interests, we are not ashamed of the amount we have put into the enterprise. The financial agents of this Province in London, great English contractors and their friends in Canada, have been the gainers. During the past seven years the company paid in cash out of its net earnings for dividends and interest the sum of \$7,844,965; but we got none of the money. -We have undertaken to build the Intercolonial Railway, which will directly benefit the Grand Trunk, and we are decided on the subject of further assistance to a Company which has taxed our resources heavily and will do so for years to come.

SUSPENSION.

A telegraphic despatch informs us of the failure of Browne, Gillespie & Co., wholesale grocers of Hamilton. Losses arising in connection with the failure of Havilland, Routh & Co., of Montreal, and unfortunate speculations in produce are assigned as the cause. It is hoped the firm may be enabled to resume business.

CAPT. TYLER'S REPORT.

Captain Tyler, who was sent out to examine and report upon the condition of the Grand Trunk Railway, has presented to the Board of that Company a voluminous and elaborate report. The editor of *Herepath's Journal* says with respect to it—

"We rise from a perusal of this honest and able report with the conviction that all our notions of the Grand Trunk are right—that it is a property, and, with good management, a little further assistance and those comparatively small completing works executed, it will be a very valuable property at a future time." Capt. Tyler refers to the competition to which the Grand Trunk system, comprising a total length of 1377 miles, is subjected; the employment of "agencies" which this competition rendered necessary, and the modification of rates by the competition against water navigation for six or seven months in the year. He finds that the maintenance and renewals of way and works averaged in 1866, 11½ per mile against 5½ for railways in the United Kingdom.

He estimates that when the line is in good working order, 6½d will be enough, and under such circumstances a saving would be effected of £115,000 a year in the department of working expenses. He analyses the traffic thus:

Half-year ending Dec., 1862.	31st Dec. 1866.	31st Dec. 1865.	30th June 1867.
\$	Dols.	Dols.	Dols.
72.47	87.20	100.40	84.84
101.88	126.31	146.22	122.58
	51.99	60.47	48.47
	69.69	68.83	63.88
	112.34	121.64	90.01
	2.71	2.19	2.86
	8.88	14.38	11.28
			1877
			89.89
			97.46
			82.19
			90.81

And the following are similar averages for certain portions of the above districts:—

Half-year ending Dec., 1862.	Dec. 31st. 1866	Dec. 31st. 1865
\$ c.	\$ c.	\$ c.
63-64...Sarnia and Toronto...	120-68...	114-70
106-12...Toronto and Kingston	140-24...	130-42
104-82...Kingston and Montreal	132-52...	126-58
100-96...Montreal & Richmond	116-34...	114-97
37-87...Richmond & Point Levi	40-55...	39-88
67-40...Richmond and Island Pond.....	86-13...	98-43
12-66...Chaudiere Junction and Riviere du Loup...	14-12...	15-77

The steel rail question is disposed of very summarily. Capt. Tyler states his conviction to be, that iron rails of appropriate form, good quality and sufficient hardness in the heads, may be made to last on most parts of the line for 15 years, and on the average of the railway for very much more. There are rails now in the track which have carried a heavy traffic for periods varying from 10 up to even 20 years. The real question to be solved is how to obtain suitable material from the manufacturers. He considers that the climate of Canada has been made to bear more than its share of blame for the failure of rails that would not have been durable in any climate. He states that the railway is better sleepered than many of the railways in England, but the road was not well ballasted originally, and that the original rails were not of good quality, and their joints were badly fastened by light chairs. From the use of peat fuel he expects a saving of £40,000 a year or more as the traffic increases. He deprecates the expense of laying down a third rail from Fort Erie to Sarnia, but recommends that the Detroit and Port Huron road should be made a broad gauge line. He insists upon the importance of constructing, with the least possible delay, the Intercolonial bridge at Buffalo. He doubts the prospects of the Great Western and Grand Trunk working harmoniously under the present agreement, and recommends a complete amalga-

mation. He considers that the Managing Director and officers of the Grand Trunk in Canada have been ably and honestly doing their best for the line.

He sums up the amounts which will require to be raised on capital account as follows:

- (1.) Bridge over Niagara River at Buffalo, with connections on both sides of the river, to be commenced as soon as possible.....£250,000
 - (2.) Expense consequent on, and incurred in, widening gauge on Detroit and Port Huron railway—to be carried out at once—broad gauge engines being supplied from other parts of the system 20,000
 - (3.) Additional steam ferry boat at Sarnia, with wharfage, berths, &c., to be ready on completion of the Buffalo bridge..... 25,000
 - (4.) 30 engines (including 25 now under construction), 10 passenger cars, 300 freight cars,—required in the course of next year 125,000
 - (5.) Buildings for engines,—much required,..... 15,000
 - (6.) Completion of ballasting,—say, in 2 years, if possible..... 60,000
 - (7.) Trimming, draining, and turfing slopes of cuttings..... 10,000
 - (8.) Improvements for three years in stations, sidings, extra weights of rails and fishplating..... 60,000
 - (9.) Completion of system of signals 6,000
 - (10.) Arrangements for changing trucks of cars at Buffalo and Detroit, to obviate inconvenience of break of gauge, and an expenditure of £175,000 for third rail between Sarnia and Fort Erie,—say..... 5,000
- £576,000

A further expenditure must be contemplated of:

- 30 engines, 10 passengers' cars, 300 freight cars, perhaps for 1868-9, but at all events to be ready before the Buffalo Bridge is completed.£125,000
- Buildings for engines, by the same time..... 15,000
- Further "improvement" in way and works..... 30,000
- Further for cuttings..... 10,000
- Permanent passengers' station, and extra freight accommodation at Toronto..... 5,000
- General offices, freight, warehouse, and passenger station at Bonaventure street, Montreal..... 25,000
- Altogether.....£215,000

Of these last mentioned works the freight accommodation for extra traffic at Montreal and Toronto are the most pressing. The above two amounts form a total of £780,000; and it may be considered roughly that £500,000 of this sum would be spent for the Grand Trunk, and £286,000 for the purposes of the Buffalo and Lake Huron Railway. But inasmuch as greatly increased traffic, such as may be expected from the above developments, always requires increasing expenditure, and as the Intercolonial Railway may now be expected to be rapidly proceeded with, a further sum of £114,000 would be a moderate amount to be added for contingencies extending over the next six or eight years. And a total expenditure of £900,000 should therefore be anticipated, to do justice to the property, and to Canada.

THE CANADIAN GRAPHITE COMPANY.

From a Correspondent.

Through the courtesy of the agent of the above named company I was enabled to gather some few items as to their mines and works, and the mineral products of the lands adjacent. I find that gold, iron, and plumbago have been found in Buckingham Township, in the County of Ottawa. The works and mines belonging to this company are situated about 30 miles from the Capital. The mines have been in operation only since last Spring. When the first shafts were sunk and veins of the metal tested, they were found to be rich in plumbago in a pure state, and in large masses or blocks. There is one piece which I examined in the office of the agent, of pure plumbago, which had been just brought from the mine; it weighed upwards of 250 pounds, and was about three feet long and one foot in diameter. The vein from which this piece was taken varied in width from 8 to 10 feet, gradually extending in width. As you descend the mine these veins of plumbago crop out on the ground for a length of 100 feet. On the same lot, and near to this lot, there are five other veins of plumbago, cropping out and giving equal promise. No shafts have as yet been sunk to work these veins. All these strata are situated upon ground elevated about 100 feet above the level of the ground adjacent; thus allowing every facility for drainage. All the above described are on the north half of lot No. 21, on the seventh range of Buckingham Township. Upon the south half of lot No. 20, on the eighth range, a vast bed of disseminated plumbago is found, 220 feet in width and 60 feet in depth. This bed runs right up the face of a mountain, and at present it is impossible to say what is its extent; but the ore is said to be rich, and to contain on an average from 20 to 30 per cent of pure plumbago. Average specimens of the ores obtained from these mines have been scientifically tested, both in England and Scotland, by chemical assayists, and the plumbago is pronounced equal to the best obtained from Ceylon for crucible purposes. Gold also is said to have been found in a creek on lot No. 19 in the eighth range; and traces of sulphuret of silver are found in close proximity to the plumbago veins above alluded to. Gold has also been found in the adjoining Township of Templeton. The ore has been assayed and tested by Dr. Girdwood, and been found to yield an average of \$17 of gold and \$2 of silver to the ton.

Railway News.

GREAT WESTERN RAILWAY.—Traffic for the week ending Dec. 13, 1867:—

Passengers.....	\$25,857 20
Freight and live stock.....	40,485 62
Mails and sundries.....	4,522 88

Total.....	70,865 70
Corresponding week, 1866,	47,011 13

Increase..... 23,854 57

NORTHERN RAILWAY.—Traffic receipts for the week ending Dec. 21, 1867:—

Passengers.....	\$2,385 84
Freight.....	3,802 38
Mails and sundries.....	197 41

Total receipts for week.....	6,385 63
Corresponding week, 1866.....	5,446 55

Increase..... 939 03

EUROPEAN & N. AMERICAN RAILWAY.—The following were the traffic receipts for the month ended Nov. 30, of this and last year:—

	1867	1866
Passengers.....	\$5,821 07	\$5,602 47
Freight.....	8,903 46	8,430 03
Mails and Sundries.....	721 00	898 00
Totals.....	\$15,465 53	\$14,930 50

Increase, \$535 03.

NEW ENGLAND INSURANCE GAZETTE.—We have received the last number of this excellent representative of insurance interests of New England, and we are sorry that our space will not allow us to borrow some of its reading matter. However, we take this opportunity of recording our sincere thanks to the editor for kindness and attention to our representative during his recent visit to Boston.

TONNAGE OF THE UNITED STATES.—The entire registered tonnage of the United States in the year ending with June, 1861, was 5,539,843 tons—last June 30th, it was only 3,868,615. The registered steam tonnage has increased from 162,608 tons to 175,520 tons, but there is a lamentable falling off in sailing vessels.

CULTIVATION OF GRAPES IN OHIO.—3,000 acres of grapes are under cultivation in Erie and Ottawa counties, Ohio, including the islands of Lake Erie, from which it is estimated that 200,000 gallons of wine were produced the past year. Growers have established a standard price at one mill per pound for each degree of specific gravity of must. The average production of grapes on the islands this year has been about one and a half tons per acre. The Kelly Island Wine Company purchased the grapes from about 225 acres, and have manufactured about 65,000 gallons of wine. Other parties have made at least 45,000 gallons, being a total of 100,000 gallons that is now stored on that island. Bass Island, it is estimated, had also in store 45,000 gallons in wine. Bass Island has sold more fruit for table purposes, in proportion to the ground in cultivation, than Kelley's Island. Additional attention is being given to the culture of new varieties of grapes. This is occasioned by a slight want of confidence in the Catawbas. Among those being most planted are Concord, Delaware, Hartfords, Rogers, Ives, Norton's Virnia, &c.

DUTIES ON BREADSTUFFS.—The Halifax (N. S.) *Colonist* states that a petition is being very generally signed, praying the General Government to remit the duty on Corn, Cornmeal and Rye Flour, on the ground that these articles enter largely into the consumption of the Fishery class, which, owing to the failure of fish and land crops, are now reduced to a state of great distress.

The Legislature of Nova Scotia has been called together for the despatch of business on the 30th January.

Market Review.

TORONTO, January 2, 1868.

In our local market but a small business has been done during the week, owing to the presence of the holidays.

Grain.—Receipts of wheat continue moderate, but so soon as sleighing becomes general they must increase, as there is undoubtedly a fair amount of stock still left in the hands of farmers and dealers at the various points distributed throughout the country. Our market continues very firm, with a good demand for milling purposes. At present prices of flour the margin on grinding wheat, at the rates now paid for it, is unprofitably small, but a rise in the former article seems to be confidently anticipated. This was shown during the week by purchases for future delivery, at prices which would not be justified in the present state of the market. Fall wheat seems very scarce, and the few little lots that are put on the market

are held at \$1.70 to \$1.75, with buyers at \$1.65 for choice. The receipts of wheat, up to date, at this point, are much the same as last year; but at Montreal an increase of 1,884,220 bush. is shown by the returns. The total shipments by sea-going vessels from the latter port during season of navigation were 1,459,622 bushels. Barley is very scarce and dear, the supply at the principal points seeming to have been found quite inadequate. Quotations in this market are nominal at \$1.05. Oats, firm, with a good local demand, and fair receipts at 52 to 53c. Peas, no wholesale movement; nominal at 72 to 74c. for small lots.

Flour.—Receipts light, shipments being generally made direct from the principal milling points on the Grand Trunk to Montreal and Portland. All the principal Canadian markets are firm, but leading American markets show a downward tendency. There is little demand for the higher grades, nearly the whole business done being restricted to No. 1 superfine and inferior kinds. For No. 1 the market is nominal at \$6.75 to \$6.80 for good brands; in Montreal, the same grade is quoted at \$7.25 to \$7.35. Extra nominal at \$7.30 to \$7.40.

Provisions.—The market for dressed hogs continues moderately active at \$4.75 to \$6.00, according to weight and quality. Among the receipts we notice a large preponderance of thin hogs, fit only for roll bacon; very few are fit for mess pork. Packers are putting down a good deal, and there is a free shipping movement to Montreal. In barrelled pork, no business is being done, and the inquiry is very limited. Mess is firm at \$18. In cut meats and hog products generally, there is nothing doing to notice. The number of hogs packed at the places mentioned below, thus far this season, to the 18th inclusive, compared with last year, were as follows:—

	1867	1866
Cincinnati.....	248,129	179,436
Louisville.....	129,839	91,376
Detroit.....	14,667	3,615
St. Louis.....	150,500	38,000
Chicago.....	806,800	308,600

Butter is firm, and good to choice is scarce, buyers having scoured the country in vain for lots; inferior to medium is in fair supply, but there is no doubt of an immense falling off in the production, owing to the dryness of the season. Dairy packed has been sold in round lots, in one or two cases at 18c., holders now asking 19c.; store packed is held at 12 to 15c.; cheese nominal at 8 to 9c.

Freights.—Tariff rates by Grand Trunk to the following points are: Flour to all stations from Belleville to Lynn, inclusive, 35c., grain for 100 lbs. 18c.; flour to Brockville and Cornwall, inclusive, 43c., grain 22c.; flour to Montreal 50c., grain 25c.; flour to all stations between Island Pond and Portland, inclusive, 85c., grain 43c.; flour to Halifax \$1 05c., grain 53c.; flour to St. John 95c.; Marine insurance, Portland to Halifax 1½ on flour, and to St. John 1 per cent. Dressed hogs, Toronto to Montreal, \$70 per car load of 20,000 lbs., in less quantities 40c. per 200 lbs. Toronto to Liverpool, by Grand Trunk via Portland—boxed meats, per 100 lbs. 90c.; lard and butter \$1; beef, per tierce, 15s. 6d. stg.; pork, per brl. 11s. 6d.; flour and oatmeal 7s. Rates by Great Western—flour to Suspension Bridge 25c.; Suspension Bridge to Boston 90c., American currency.

HALIFAX MARKET, DEC. 26.—Business has been quiet during the week, the weather being stormy, fish operations in consequence have been retarded. There has been some activity in Breadstuffs owing to the increased duty on Corn, Cornmeal, and Rye-flour. The imports are light; the exports are about an average but fall far short of last week, especially to West Indies.

Breadstuffs.—Flour has advanced, owing to the lightness of importations, No. 1 Canada being now scarce, this quality has advanced and is worth \$8 65 a 8 75, holders are firm, prices are likely to keep up, as there is an upward tendency in Canada; Extra Canada may be quoted \$9 a 9 25; Extra State \$8 40 a \$8 50; Rye \$7 a \$7 25, and likely to advance; Corn Meal in active request, \$6 50 for Kilndried; Halifax ground nominal, the market is bare at present; Oatmeal scarce and wanted, and may be quoted \$3 75 a \$4 for Canadian. Imports for the week: From United States, 1284 bbls Flour, 638 bbls Cornmeal, 205 bags Corn; From P. E. Island, 16 bbls Oatmeal.—R. C. Hamilton & Co.'s Circular.

STOCK AND BOND REPORT.

The dates of our quotations are as follows:—Toronto, Jan. 2; Montreal, Dec. 30; Quebec, Dec. 30; Halifax, Dec. 6; St. John, Dec. 6; London (Eng.), Dec. 14.

NAME.	Head Office.	Capital.	Shares.	Paid up.	Dividend last Six Months.	Dividend Day.	CLOSING PRICES.								
							Toronto.	Montre'l	Quebec.	St. John	Halifax.	London.			
BANKS.															
Bank of British North America	London, Eng.	4,866,666	£50 Stg.	All	4 1/2 ct.	July and Jan.		bks clo'd	bks clo'd						(Eng.)
Banque Jacques Cartier	Montreal.	1,000,000	\$ 50	"	4 "	1 June, 1 Dec.		105 1/2 106 1/2	106 1/2 106 1/2						47 1/2
Bank of Montreal	"	5,000,000	200	"	5 "	"	128	129 1/2 130 1/2	128 1/2 129 1/2						
Banque Nationale	"	1,000,000	50	"	4 "	1 Nov. 1 May.		106 1/2 107 1/2	106 1/2 107 1/2						
Bank of New Brunswick	St. John.	600,000	100	"	"	"									
Bank of Nova Scotia	Halifax.	2,000,000	200	28 1/2 ct.	7 & b 3/4 50	Mar. and Sept.									
Banque du Peuple	Montreal.	1,000,000	50	"	4 1/2 ct.	1 Mar., 1 Sept.		107 1/2 107 1/2	107 1/2 107 1/2						
Bank of Toronto	Toronto.	2,000,000	100	"	4 "	1 Jan., 1 July.	112	bks clo'd	bks clo'd						
Bank of Yarmouth	Yarmouth.	2,000,000		"	"	"									
Canadian Bank of Commerce	Toronto.	1,000,000	50	20 p. ct.	none yet.	"	108	bks clo'd	bks clo'd						
City Bank of Montreal	Montreal.	1,200,000	80	All	4 1/2 ct.	1 June, 1 Dec.		98 1/2 99 1/2	99 1/2 100						
Commercial Bank of Canada	Kingston.	4,000,000	100	"	3 "	1 Jan., 1 July.	30	29 3/4 31	29 3/4 30						
Commercial Bank	St. John.		100	"	"	"									
Eastern Townships' Bank	Sherbrooke.	400,000	50	"	4 1/2 ct.	1 July, 1 Jan.		bks clo'd	bks clo'd						
Gore Bank	Hamilton.	1,000,000	40	"	3 1/2 "	1 Jan., 1 July.	81	do	bks clo'd						
Halifax Banking Company	Halifax.			"	"	"									
Mechanics' Bank	Montreal.	1,000,000	50	30 1/2 ct.	4 1/2 ct.	1 Nov., 1 May.		97 1/2	96 1/2 97 1/2						
Mechanics' Bank	"	2,000,000	100	All	4 "	1 Jan., 1 July.		104 1/2 105							
Merchants' Bank	Halifax.			"	"	"									
Molson's Bank	Montreal.	1,000,000	50	All	4 1/2 ct.	1 Apr., 1 Oct.		110 1/2 111	109 1/2 110						
Niagara District Bank	St. Cathar's	400,000	100	70 1/2 ct.	3 1/2 "	1 Jan., 1 July.									
Ontario Bank	Bowmanville	2,000,000	40	All	4 "	1 June, 1 Dec.	99 1/2 100	98 1/2 98 1/2	98 1/2 99						
People's Bank	Frederickton		100	"	"	"									
People's Bank of Halifax	Halifax.	400,000	20	"	7 1/2 ct. 12m	"									
Quebec Bank	Quebec.	3,000,000	100	"	3 1/2 "	1 June, 1 Dec.		98 1/2 99 1/2	99 1/2 99 1/2						
Royal Canadian Bank	Toronto.	2,000,000	50	30 1/2 ct.	4 "	1 Jan., 1 July.	98 1/2	bks clo'd	bks clo'd						
St. Stephens Bank	St. Stephens		100	All	"	"									
Union Bank	Quebec.	2,000,000	100	50 1/2 ct.	4 1/2 ct.	1 Jan., 1 July.		100 1/2 101 1/2							
Union Bank of Halifax	Halifax.	1,000,000	100	40 "	7 "	12mo Feb. and Aug.									
MISCELLANEOUS.															
British America Land			£50 Stg.	44	2 1/2 ct.	"									17 1/2
British America Insurance Company	Toronto.		50	50 1/2 ct.	4 p. ct.	"	57 1/2								
British Colonial Steamship Company			£50 Stg.	32 1/2	2 1/2 "	"		50							
Canada Company			32 1/2	All	5 "	"									64 1/2
Canada Landed Credit Company	Toronto.		50	\$14	"	"	40								
Canada Permanent Building Society			50	All	5 "	"	117 1/2								
Canada Mining Company	Montreal.		4	90 1/2 ct.	"	"									
Do. Inland Steam Navigation Co.			100	All	14 1/2 ct. 12m	"		128 1/2 128 1/2							
Do. Glass Company			100	"	12 1/2 "	"		96 1/2 98							
Canadian Loan and Investment			25	2 1/2 ct.	7 1/2 ct.	"									2 1/2 dis.
Canada Agency			10	1 "	"	"									
Colonial Securities Company					"	"									
Freehold Building Society	Toronto.		100	All	5 "	"	102								
Halifax Steamboat Company	Halifax.		100	"	5 "	"									
Halifax Gas Company					"	"									
Hamilton Gas Company	Hamilton.				"	"									
Huron Copper Bay Company			4	12 cts.	20 1/2 ct.	"		45 1/2 50							
Lake Huron S. and C.			5	102 cts.	"	"									
Montreal Mining Consols	Montreal.		20	\$15 10	"	"		2:00 2:25							
Do. Telegraph Company			40	All	5 1/2 ct.	"		133 1/2 133 1/2	133 1/2 133 1/2						
Do. Elevating Company			100	"	15 1/2 12m	"		100 102 1/2							
Do. City Gas Company			40	"	4 1/2 ct.	15 Mar. 15 Sep.		136 1/2 136 1/2	137						
Do. City Passenger Railway Co.			50	"	5 "	"		99 101							
Nova Scotia Telegraph	Halifax.		20	"	"	"									49 1/2 dis.
Quebec and L. S.			8	\$4 10	"	"			25c.						
Quebec Gas Co.	Quebec.		200	All	4 1/2 ct.	1 Mar., 1 Sep.			118 1/2 119						
Quebec Street R. R.			50	25 1/2 ct.	8 "	"			100 100 1/2						
Richelieu Navigation Company			100	All	7 1/2 ct. p. a.	1 Jan., 1 July.		104 106	103 105						
St. Lawrence Tow Boat Co.	Quebec.		100	"	3 "	3 Feb.			50 55						
Toronto Consumers' Gas Company	Toronto.		50	"	2 1/2 ct. 3 m.	1 My Au Mar Fe	105		103 103 1/2						
Trust and Loan Company of U. C.			20	5 1/2 ct.	3 "	"									1 1/2 dis.
Western Canada Building Society			50	All	5 p. ct.	"	108								

SECURITIES.	London.	M'treal	Quebec	Toronto.	Halifax.	St. John.	RAILWAYS.					
							Sh's	Par	Montr	London		
Atlantic and St. Lawrence							£100	All			54 1/2	56
Buffalo and Lake Huron							20 1/2	"			3 3/4	3 3/4
Do. Preference							10	"			5 1/2	5 1/2
Buff. Brantt. & Goderich, 6 1/2 c., 1872-3-4							100	"			65 1/2	69
Champlain and St. Lawrence										11 1/2 13		
Do. Pref. 10 1/2 ct.										74 1/2 80		
Grand Trunk							10 1/2	"		16 1/2 17	16 1/2	17
Do. Eq. G. M. Bds. 1 ch. 6 1/2 c.							100	"			80 1/2	82
Do. First Preference, 5 1/2 c.							100	"			44 1/2	47
Do. Deferred, 3 1/2 ct.							100	"				
Do. Second Pref. Bonds, 5 1/2 c.							100	"			33 1/2	36
Do. do. Deferred, 3 1/2 ct.							100	"				
Do. Third Pref. Stock, 4 1/2 ct.							100	"			28 1/2	30
Do. do. Deferred, 3 1/2 ct.							100	"				
Do. Fourth Pref. Stock, 3 1/2 c.							100	"			18 1/2	20
Do. do. Deferred, 3 1/2 ct.							100	"				
Great Western							20 1/2	"			16 1/2	17
Do. New							20 1/2	18	16 1/2	17		
Do. 6 1/2 c. Bds. due 1873-76.							100	All			98 1/2	100
Do. 5 1/2 c. Bds. due 1877-78.							100	"			89 1/2	91
Marine Railway, Halifax, \$250, all							\$250	"				
Northern, of Canada, 6 1/2 c. 1st Pref. Bds.							100	"			79 1/2	81
EXCHANGE.												
Bank on London, 60 days										10 1/2 10 1/2	110 1/2 110 1/2	10 1/2
Private do. sight or 75 days date										9 1/2 10	9 1/2 9 1/2	
Private, with documents										9 1/2		
Bank on New York										25 1/2 26	24 1/2 25	24 1/2
Private do.										26 1/2 26 1/2	24 1/2 25 1/2	
Gold Drafts do.										pat	par 1/2 dis	prem.
Silver										4 1/2 4 1/2		5 1/2

Scottish Provincial Assurance Co.
Established 1825.
CAPITAL.....£1,000,000 STERLING.
INVESTED IN CANADA (1854).....\$500,000.
Canada Head Office, Montreal.

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WM. FRASER, Esq. M. D., 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.

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Portable Fire Extinguisher.

THE EXTINGUISHER IS A SELF-ACTING PORTABLE ENGINE.
Easily carried, and is filled with water charged with Carbonic Acid Gas, which, upon the turning of a stop-cock, is thrown with great force through a small hose to the distance of forty feet, and in cases of fire has been found most effective.

PRICE \$20 TO \$40.
The Extinguisher is strongly recommended as a safeguard against Fire by the Managers and Agents of the Insurance Companies.

These Machines have already been introduced into the Rossin House, the Factory of Jacques & Hay, and the Warehouse of Messrs. Walker & Sons, besides several private dwellings in Toronto.

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34 King Street East, Toronto.

The Aetna Life Insurance Company.

AN attack, abounding with errors, having been made upon the Aetna 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 Aetna Fire Insurance Company:—

"To whom it may concern:—
"We, the undersigned, regard the Aetna 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 Aetna Fire Insurance Co., and late Treasurer of the State of Connecticut.

J. Goodnow, Secretary Aetna 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 Aetna 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, honorable in all its dealings, and most worthy of public confidence and patronage."

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

Alex. W. Scott,
INSURANCE AND COMMISSION AGENT,
27 Bedford Row, Halifax, Nova Scotia. 1-ly

THIS Paper is printed from Messrs. Miller & Richards' Extra hard metal Type, sold by
W. HALLEY,
83 Bay Street, Toronto. 1-ly

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 hereby 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.
Nov. 22, 1867. nov28-15

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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 foresight.

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

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oct 17-9-lyr JAMES FRASER, Agent.

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Live Stock Insurance Company,

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This Company insures

HORSES AND CATTLE

BY FIRE, AGAINST DEATH,
ACCIDENT, OR DISEASE.

Also,
AGAINST THEFT, And the
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Life Association of Scotland.

INVESTED FUNDS
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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.

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Medical Officer—R. PALMER HOWARD, Esq., M. D.

Secretary—P. WARDLAW.
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16-ly

Notice.

ALL PAYMENTS TO BE MADE on Account of
the ONTARIO GOVERNMENT,
May be made to the
ROYAL CANADIAN BANK,
AND ITS AGENCIES.

E. B. WOOD,
Treasurer of Ontario.

Dated at Toronto, October, A. D., 1867. 12-ly

American Invoices—Discounts.

FINANCE DEPARTMENT,
Customs, Quebec, 6th March, 1868.

IT is directed by the Hon. The Finance Minister, that hereafter Weekly Notices be published and furnished to Collectors of Customs, as to the rate of discount to be allowed on American Invoices, which is to be in accordance with the price of gold as represented by Exchange at a rate equal thereto.—Such Notices to appear every Saturday in the Canada Gazette.

R. S. M. BOUCHETTE.

FINANCE DEPARTMENT, CUSTOMS,
Ottawa, December 27th, 1867.

IN accordance with the above Order, Notice is hereby given that the authorized discount is declared to be this day 25 per cent., which percentage of deduction is to be continued until next Weekly Notice, and to apply to all purchases made in the United States during that week.

R. S. M. BOUCHETTE.