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THE  
**JOURNAL OF COMMERCE**  
 FINANCE AND  
**INSURANCE REVIEW**

Vol. 1.—No. 13.

MONTREAL, FRIDAY, NOV. 12, 1875.

SUBSCRIPTION  
 \$2 per annum.

Leading Wholesale Houses of Montreal

**GAULT BROS. & CO.,**  
 Cor. St. Helen & Recollet Sts.  
 MONTREAL.

IMPORTERS OF STAPLE AND FANCY  
 DRY GOODS.

—AND—

Manufacturers & Dealers

—IN—

**Canadian Tweeds,**  
*FLANNELS,*  
 GREY COTTONS, BAGS, YARN,  
 &c., &c., &c.

**JAMES CORISTINE & CO.**

471, 473, 475, 477,

ST. PAUL STREET,

Importers and Exporters of

**FURS,**

**MANUFACTURERS**

OF

**FUR GOODS,**

And Jobbers in

**BUFFALO ROBES,**

**MOCCASINS,**

**MITTS AND GLOVES,**

**FUR WOOL,**

**STRAW HATS, CAPS, &c.**

PROPRIETORS OF THE

**Montreal Felt-Hat Works.**

—:—

Special inducements offered to the trade in our  
 manufacture of Fur Goods and Wool Hats.

Leading Wholesale Houses of Montreal

**J. G. MACKENZIE & CO.,**

IMPORTERS

AND

*WHOLESALE DEALERS*

IN

*BRITISH AND FOREIGN*

**DRY GOODS,**

381 & 383

ST. PAUL STREET,

**MONTREAL.**

**ROBERTSONS,**

**LINTON**

**& Co'y.**

WHOLESALE

**DRY GOODS.**

CORNER OF

*Lemoine and St. Helen Sts.*

Leading Wholesale Houses of Montreal

FALL 1875.

—00—

**McINTYRE,**

**FRENCH & CO.**

IMPORTERS OF

**DRY GOODS,**

478 ST. PAUL ST.,

**MONTREAL.**

**CRATHERN & CAVERHILL,**

IMPORTERS OF

**METALS & HARDWARE,**

OFFER FOR SALE

Pig Iron, Summerlee and Eglinton  
 Ramsay Fire Bricks.  
 Bar, Hoop and Sheet Iron.  
 Galvanized Sheets, "Gospel Oak" and  
 "Lysaght."  
 Steel Cast Spring and Sleigh Shoe.  
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 Tin and Canada Plates.  
 Ingot Tin and Copper.  
 Linseed Oil, Raw and Boiled.  
 Walker Parker's dry and mixed Leads.  
 Window Glass, "Joust's" Star brand.  
 Wood's Refined Borax.  
 Anvils and Vices.  
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With a complete assortment of British, Ger-  
 man, American and Canadian Shelf Hard-  
 ware.

Office and Wareroom, - - St. Peter St.  
 Heavy Goods Store, - - - Colborne St.

**MONTREAL.**

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ESTABLISHED IN 1818.

CAPITAL SUBSCRIBED, \$12,000,000  
 CAPITAL PAID-UP, - - 11,957,000  
 RESERVE FUND, - - 5,000,000

Head Office, - - Montreal.

## BOARD OF DIRECTORS.

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OF CANADA.

CAPITAL, . . . \$1,000,000.

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 Thomas Tiffin, W. Rodden.  
 E. K. Greene,

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Collections solicited.  
 Sterling Exchange, Currency, and Gold Drafts bought and sold.

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**BANK OF  
BRITISH NORTH AMERICA.**

Incorporated by Royal Charter.

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 Alexander Gillespie, Frederick Lubbock,  
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OF CANADA.**

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Chatham.	Orangeville.
Galt.	Pembroke.
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Perth.	Gumanoque.
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Banks in New York.—The National Bank of the Republic.

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Capital \$2,000,000.

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 New York—National Bank of the Republic.  
 Quebec Agency—La Banque Nationale.

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MONTREAL.

CAPITAL SUBSCRIBED, - - \$1,000,000.

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The Chartered Banks.

**MOLSONS BANK.**

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

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*ford*—P. Fuller, do. *Morrisburg*—G. R. Morton, do.  
*Owen Sound*—J. J. Joy, do. *Simonski*—Geo. Cre-  
bassa, do. *Smith's Falls*—A. L. Thomas, do. *Sorel*—  
A. D. Durand, do. *St. Thomas*—Thos. Blakely,  
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*land*—Commercial National Bank. *Detroit*—Second  
National Bank. *Buffalo*—Farmers & Mechanics'  
National Bank. *Milwaukee*—Wisconsin Marine  
and Fire Insurance Co. Bank. *Toledo*—Second Na-  
tional Bank.

Collections made in all parts of the Dominion and  
returns promptly remitted at lowest rates of ex-  
change.

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**OTTAWA.**

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**DIRECTORS:**

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CHARLES MAGEE, Esq., Vice-President.  
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Robt. Blackburn, Esq., M.P. Allan Gilmour, Esq.  
Hon. George Bryson. George Hay, Esq.  
Hon. L. R. Church, M.P.P.

**PATRICK ROBERTSON.**

Cashier.

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Alliance Bank (Limited).

*Union Bank of Lower Can.*

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

HEAD OFFICE - - - QUEBEC.

**DIRECTORS.**

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Hon. Geo. Irvine, John Sharples, Esq.,  
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Andrew Thomson, Esq.  
Cashier—P. MacEwen Asst. Cashier—J. G. Leitch.

BRANCHES—Savings Bank (Upper Town,) Mon-  
real, Ottawa, Th ree Rivers.

Foreign Agents—London—The London and  
County Bank, New York—National Park Bank.

The Chartered Banks.

**ONTARIO BANK.**

Head Office, - Bowmanville, Ont.

**DIRECTORS.**

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HON. T. N. GIBBS, M.P., VICE-PRESIDENT.  
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Branches.—Guelph, Lindsay, Montreal, Oshawa,  
Peterboro', Ottawa, Port Perry, Port Hope, Pem-  
broke, Toronto, Whitby, Mount Forest.

Foreign Agents.—London, Eng.—Bank of Mon-  
real. New York—R. Bell and C. F. Smithers.  
Boston—Tremont National Bank.

**THE QUEBEC BANK.**

Incorporated by Royal Charter, A.D, 1818.

CAPITAL \$3,000,000.

Head Office, - - - Quebec.

**BOARD OF DIRECTORS.**

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Sir N. F. Belleau, Knight.  
Henry Fry, Esq. R. H. Smith, Esq.  
T. H. Dunn, Esq. A. F. A. Knight, Esq.  
JAMES STEVENSON, Esq., Cashier.

Branches and Agencies in Canada:

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Montreal, Que. St. Catharines, Ont. Threelivers, Que  
Thorold, Ont.

Agents in New York—Messrs. Maitland, Phelps,  
& Co.

Agents in London—The Union Bank of London.  
Agent in Paris—Gustave Bossange.

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**CANADA.**

**Directors.**

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WM. CAWTHRA, Esq., Toronto.  
A. T. FULTON, Esq., Toronto.  
WM. CASTLEY, Esq., Oakville.  
GEORGE GOODERHAM, Esq., Toronto.  
Cashier—

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Foreign Agents.—London—The City Bank. New  
York—The National Bank of Commerce; Messrs. Bell  
& Smithers. Chicago—Messrs. Geo. C. Smith & Bro  
The Bank receives money on deposit, and allow  
interest according to agreement.

Interest allowed on current cash accounts.  
Letters of credit issued available in Great Britain,  
the West Indies, China and Japan.

The Chartered Banks.

**EASTERN TOWNSHIPS BANK.**

CAPITAL - - - \$1,000,000.  
RESERVE FUND - - - 240,000.

**Board of Directors.**

R. W. HENEKER, President.  
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B. Pomroy, E. O. Brigham,  
G. K. Foster, Hon. J. H. Pope,  
A. A. Adams, G. G. Stevens.

**Head Office—Sherbrooke, Que**

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Waterloo, Richmond,  
Coaticook, Stanstead,  
Cowansville,

Agents in Montreal—Bank of Montreal.  
London, England— " "  
Boston—National Exchange Bank.

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

**THE CANADIAN**

**Bank of Commerce.**

Head Office, - - - Toronto.

Paid-up Capital - - - \$6,000,000

Rest - - - - - \$1,800,000

**DIRECTORS.**

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ROBT. WILKES, Esq., M.P., Vice-President.

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William Elliot, Esq. T. Sutherland Stayner, Esq.  
George Taylor, Esq.

W. N. ANDERSON, General Manager.

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Barrie, Brantford, Chatham,  
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Hamilton, London, Lucan,  
Montreal, Orangeville, Ottawa,  
Peterboro', St. Catharines, Saris,  
Simcoe, Stratroy, Trenton,  
Toronto, Thorold, Woodstock,  
Windsor.

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

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

**BANKERS.**

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London, England—The Bank of Scotland.

**City & District Savings Bank.**

Head Office, 176 St. James Street,

Open Daily from 10 to 3: Capital, \$2,000,000.

President, HENRY JUDAH.  
Vice-President, SIR FRANCIS HINGCS.  
Manager, EDMOND J. BARBEAU.

**BRANCH OFFICES:**

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Streets, - - - A. GARIBBY.  
No. St. Joseph Street, - - - H. Y. BARBEAU.  
Point St. Charles, Corner Wellington  
and St. Etienne Streets, - - - WM. DALY.

The Branches will be open daily from 10 to 2 and  
from 6 to 8 p.m.

**INTEREST ALLOWED FOR DEPOSITS**

Collections made. American Greenbacks bought.  
Exchange on New York and London at Current rates.

# ROYAL CANADIAN INSURANCE COMPANY

OF

MONTREAL, CANADA:

STATEMENT OF ITS AFFAIRS NOVEMBER 1, 1875.

CAPITAL SUBSCRIBED, . . . . . \$6,000,000 | CAPITAL PAID UP IN GOLD, . . . . . \$565,000

## ASSETS.

U.S. Bonds and other Securities and Cash in hands of U.S. Trustees.....	\$	464,207	53
Montreal Harbor Bonds on deposit with the Dominion Government.....		57,500	00
Montreal Warehousing Company's Bonds.....		28,434	14
Bank Stocks.....		318,246	25
Mortgages on Real Estate.....		63,649	55
City of Quebec Consolidated Fund.....		2,300	00
Bills Receivable for Marine Premiums.....		52,152	96
Agents' Balances in due course of Transmission, and uncollected Premiums, including October business, reported and not due.....		214,634	09
Sundry Accounts due the Company for Salvages, Re-Insurances, etc., etc.....		23,248	49
Cash on hand and on Deposit.....		146,209	60

GROSS ACTUAL ASSETS, balance of Subscribed capital not included.....\$1,370,583 61

## LIABILITIES.

All outstanding claims, including all unadjusted losses in Canada and the United States.....	\$171,690	32
<b>Net Assets</b> .....	<b>\$1,198,893</b>	<b>29</b>
Amount of reserved funds required for reinsurance of all outstanding risks in Canada and United States, Nov. 1, 1875, Fire and Marine	\$514,035	00

## Board of Directors.

J. F. SINCENNES, Vice-President "La Banque du Peuple."	W. F. KAY, Director "Merchants' Bank of Canada."
JOHN OSTELL, Director "The New City Gas Company."	ANDREW ROBERTSON, Vice-President "Montreal Board of Trade"
ANDREW WILSON, Director "The New City Gas" and "City Passenger Railway" Companies.	and Vice-President "Dominion Board of Trade."
M. C. MULLARKY, President "Le Credit Foncier du Bas Canada," Vice- President "Quebec Rubber Co." and President "St. Pierre Land Co."	DUNCAN MCINTYRE, of Messrs. McIntyre, French & Co., Wholesale Dry Goods Merchants.
J. ROSAIRE THIBAudeau, Director "La Banque Nationale."	HUGH MACKAY, Esq., of Messrs. Joseph Mackay & Brother, Wholesale Dry Goods Merchants.

General Manager.....	ALFRED PERRY.	Secretary and Treasurer.....	ARTHUR GAGNON.
Sub-Manager.....	D. L. KIRBY.	Marine Manager.....	C. G. FORTIER.

## U. S. ASSETS AND LIABILITIES.

The following assets are deposited in the U.S. for the special protection of its U.S. risks—viz:

## STATEMENT OF SEPT. 30th, 1875.

U.S. Bonds 5's and 6's registered, deposited as follows:—		
With Superintendent State of New York.....	\$229,823	37
Superintendent State of Ohio.....	113,046	25
U.S. Trustees in New York.....	60,656	25
Total U.S. Bonds deposited as above.....		403,525 87
N.Y. Central and Hudson River R.R. First Mortgage Bonds registered.....	30,912	06
N.Y. and Harlem R.R. First Mortgage Bonds registered.....	19,711	38
The above deposited with Trustees.....		50,623 44
Balance of Trustees' current account with R. Bell and C. F. Smithers, N.Y.....		10,058 22
Premiums in due course of transmission on 30th September, 1875.....		117,448 39
<b>TOTAL ASSETS IN THE U.S.</b> .....		<b>\$81,655 92</b>

## LIABILITIES.

Claims unadjusted and not due, same date.....	33,378	31
<b>Net Assets in United States</b> .....	<b>\$548,277</b>	<b>61</b>
Amount of Premiums on unexpired risks in U.S. Sept. 30th, 1873, \$654,420 83; reinsurance at 50 per cent of do., \$277,210 41.		

## Trustees of Funds and Securities in the United States.

RICHARD BELL. | EUGENE KELLY. | JOHN D. WOOD.

All premiums received in the United States over losses and expenses are invested by the Trustees located in New York, and held by them for the protection of the Policy Holders in the United States.

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SHIPMAN, BARLOW, LAROCQUE, AND MACFARLAND.

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Office:— No. 54 WILLIAM STREET, CORNER OF PINE STREET, NEW YORK.

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C. F. SISE, Manager.....24 Congress Street, BOSTON.

ROYAL CANADIAN INSURANCE COMPANY, Montreal, November 1, 1875.

ALFRED PERRY, General Manager.

ARTHUR GAGNON, Secretary and Treasurer.

**Dividends.**

**BANK OF MONTREAL.**

NOTICE is hereby given that a DIVIDEND of **SEVEN PER CENT**, upon the Paid-up Capital Stock of this Institution has been declared for the current half-year, and that the same will be payable at its Banking House, in this City, on and after

Wednesday, the 1st day of December next.

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

By order of the Board.

R. B. ANGUS,  
General Manager.

Montreal, 26th Oct., 1875.

**CITY BANK, MONTREAL.**

NOTICE is hereby given that a DIVIDEND of **FOUR PER CENT**,

upon the Capital Stock of this Institution has been declared for the current half-year, and that the same will be payable at the Bank or its Agencies on and after

Wednesday, the 1st day of December next.

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

By order of the Board.

J. B. RENVY,  
Cashier.

Montreal, October 26th, 1875.

**Leading Wholesale Trade of Montreal.**

**Robinson, Donahue & Co.,**

IMPORTERS OF

**TEAS**

AND

**General Groceries,**

AND

*General Commission Merchants,*

COR. ST. MAURICE & ST. HENRY  
STREETS,

MONTREAL.

**ROBERTSON & LIGHTBOUND**

IMPORTERS

AND

**WHOLESALE GROCERS,**

CORNER

*McGILL & COLLEGE Sts.*

MONTREAL.

**WALKER & WISEMAN,**  
Designers and Engravers on Wood,  
**ST. JAMES STREET,**  
COR. PLACE D'ARMES HILL, - MONTREAL  
*Portraits, Views of Buildings, Machinery, &c.,  
Vignettes, Diagrams, Seals, Monograms,  
Autographs, &c., Cuts for Ad-  
vertisements, Circulars, Bill  
Heads, Letter and Note  
Heads, &c.,  
Cuts for Illustrated  
Catalogues and Price Lists,  
Prepared with the Greatest Care  
And at Short Notice. Original  
Drawings Prepared in Accordance with  
Artistic Taste and Knowledge, for the Illu-  
stration of Books, &c. Fine Cuts for Posters,  
Labels, Plain or in Color, Electrotype, &c.*

THE CHIEF CHARACTERISTICS OF  
**WHITESIDE'S**  
**IMPROVED PATENT**  
**SPRING BED**  
Are comfort, durability and convenience.  
**M. WHITESIDE & CO.,**  
64 and 66 College Street, Montreal.  
The trade supplied with bedding of all kinds.

THE  
**OTTAWA HOTEL**  
HAS BECOME  
The chief resort of the leading merchants of  
both Provinces in their visits to Montreal.  
**BROWNE & PERLEY,**  
*Proprietors.*

Brokers.

**OSWALD BROS.,**  
**STOCK BROKERS,**

*Members of Montreal Stock Exchange,*

55 ST. FRANCOIS XAVIER STREET,

MONTREAL.

**JOHN FAIR,**  
ACCOUNTANT  
Commissioner for taking Affidavits to be used  
in the Province of Ontario,  
MONTREAL.  
181 St. James Street.

Bond Brothers,  
**STOCK BROKERS,**  
ST. SACRAMENT STREET, MONTREAL.—(MEMBERS OF  
THE STOCK EXCHANGE.  
Orders received for the purchase and sale, for in-  
vestment or on margin, of Stocks, Bonds and Debentures,  
in Canada and the United States.  
CORRESPONDENTS:  
Messrs. SHEPHERD & GRIEVESON, London, Eng.  
Messrs. DRAKE BROS., New York.

**W. & F. P. CURRIE & CO.,**

100 GREY NUN ST., Montreal,

IMPORTERS OF

Pig Iron, Galvanised Iron,  
Bar Iron, Canada Plates,  
Boiler Plates, Tin Plates,  
**BOILER TUBES, GAS TUBES.**

Ingot Tin, Paints,  
Ingot Copper, Fire Clay,  
Sheet Copper, Fine Covers,  
Antimony, Fire Bricks,  
Sheet Zinc, Veined Marble,  
Ingot Zinc, Roman Cement,  
Pig Lead, Portland Cement,  
Rivets, Canada Cement,  
Iron Wire, Paving Tiles,  
Steel Wire, Garden Vases,  
Glass, Chimney Tops,  
Dry Red Lead, Fountains,  
Dry White Lead, DRAIN PIPES,  
Patent Encaustic Paving Tiles, &c.

MANUFACTURERS OF

**SOFA, CHAIR AND BED SPRINGS.**  
A LARGE STOCK ALWAYS ON HAND.

**CANADA PAPER CO.,**  
(LIMITED.)

LATE  
**ANGUS, LOGAN & CO.,**  
MANUFACTURERS OF  
News, Book and Coloured Printing  
Papers.  
**ENVELOPE PAPERS AND ENVELOPES,**  
Manilla, Brown, Grey and Straw Wrapping Papers,  
Roofing Felt and Match Paper, Strawboard and  
Paper Bags, Cards and Card Board.  
**Blank Books.**  
IMPORTERS OF EVERY DESCRIPTION  
OF FINE  
WRITING AND JOBBING PAPERS, ENAMEL-  
LED PAPERS, ENVELOPES.  
Mills at Windsor, Sherbrooke and Portneuf.  
374, 376, 378 ST. PAUL STREET,  
MONTREAL.

**MACDOUGALL & DAVIDSON,**  
BROKERS,  
North British & Mercantile Insurance Buildings,  
MONTREAL,  
*Members of the Stock Exchange.*

CORRESPONDENTS.—The Bank of Montreal, Lon-  
don. Messrs. Morton, Rose & Co., London; The  
Bank of Scotland in Edinburgh, Glasgow and Dun-  
dee; Messrs. Cammann & Co., New-York.

**G. W. WARNER, SON & CO.,**  
BANKING AND EXCHANGE OFFICE,  
CORNER  
NOTRE DAME AND ST. FRANCOIS XAVIER  
STREETS,  
(Near the French Cathedral)  
MONTREAL.

Greenbacks, Bonds, and all other U. S. Securities  
also Dominion and Canada Bank Stocks, bought  
and sold.

Leading Wholesale Trade of Montreal

**T. & F. ROSS & CO.,**  
WHOLESALE GROCERS,  
**PRODUCE**  
AND  
COMMISSION MERCHANTS,  
33 St. Sacrament Street,  
MONTREAL.

JOHN ROSS &amp; CO.,

QUEBEC.

—:—

JUST LANDING.

Per brigantine "Glenarn," from Porto Rico, 470 Hhds. Bright Porto Rico Sugar. 50 Puns Porto Rico Molasses.

**BEATTIE & BROSTER**

IMPORTERS

OF

TEAS,

GENERAL GROCERIES,

WINES and SPIRITS,

152 MCGILL STREET, MONTREAL,

**JODOIN & CO.,**  
**IRON FOUNDERS,**  
STOVES,  
MACHINERIES, &c.

SALE ROOMS:

313 St. Paul Street.

MONTREAL.

FOUNDRY AT

LONGUEUIL, QUE.

Leading Wholesale Trade of Montreal.

**JOHN HATCHETTE & CO.,**

Late Moore, Semple & Hatchette, successors to Fitzpatrick & Moore,  
IMPORTERS AND GENERAL

Wholesale Grocers,

Wine and Spirit Merchants,

College Buildings, College Street,  
MONTREAL.

**MCGIBBON & BAIRD,**

AGENTS FOR THE

Canadian Meat and Produce Co.,

SHERBROOKE, QUE.

BOLOGNA and other SAUSAGES,

ASSORTED SOUPS,

POTTED MEATS,

PRESERVED MEATS.

The Trade supplied, and orders filled and shipped from factory when desired.

SAMPLES AND PRICE LISTS

AT THE

**ITALIAN WAREHOUSE,**  
MONTREAL.

**GRIFFIN & CO.,**

DEALERS IN

RAILWAY SUPPLIES,

PLUMBERS' TOOLS,

Manufacturers' Agents and Contractors,

NORTH BRITISH CHAMBERS,

11 HOSPITAL STREET, MONTREAL.

**PROWSE BROTHERS,**

IMPORTERS and MANUFACTURERS

OF

HOUSE FURNISHING HARDWARE,

STOVES, TIN, GALVANIZED IRON,

AND COPPER WARE.

224 St. James Street, Montreal.

**FISH, SHEPHERD & CO.,**

449 ST PAUL STREET,

IMPORTERS OF

**DRESS GOODS, SHAWLS, &c.**

—Agents for the Celebrated—

**"Dragon and Bear Brands"**

OF

**BLACK LUSTRES.**

All numbers constantly in stock.

Leading Wholesale Trade of Montreal.

**SINCLAIR, JACK & CO.**

WHOLESALE

**GROCKERS,**

IMPORTERS OF

EAST AND WEST INDIA

**PRODUCE**

AND GENERAL

COMMISSION MERCHANTS,

Cor. St. Peter and Lemoine Sts.,  
MONTREAL.

**H. A. NELSON & SONS,**

IMPORTERS OF

**Fancy Goods,****TOYS, &c.,**

MANUFACTURERS OF

**BROOMS, BRUSHES, WOODEN AND WILLOW WARE.**

91 TO 97 ST. PETER STREET,

MONTREAL.

56 TO 58 FRONT STREET,

TORONTO.

**GEORGE WINKS & CO.**

Importers &amp; Wholesale Dealers

—IN—

BRITISH AND FOREIGN

**DRY GOODS**

Albert Buildings.

VICTORIA SQUARE,

Corner of McGill &amp; Bonaventure Sts

**AMES, HOLDEN & CO.**

Manufacturers of, and Wholesale Dealers in

**Boots and Shoes,**

596, 598, 600, 602 &amp; 604 Craig St., Montreal.

A large and well assorted stock constantly on hand, specially adapted to the wants of the country trade.

**W. W. GILBERT & CO.,**

MANUFACTURERS OF

**Steam Pumps**

OF ALL DESCRIPTIONS,

588 Craig Street,

MONTREAL.

Leading Wholesale Trade of Montreal.

# MACDONALD, MOODIE & CO.,

MANUFACTURERS OF

**HATS, CAPS, FURS,**  
**GLOVES, MITTS, AND MOCCASINS,**  
**BUFFALO ROBES,**  
 The Best Value in the Country.

ORDERS BY LETTER OR TELEGRAM PROMPTLY ATTENDED TO.

MACDONALD, MOODIE & CO.

35 & 37 St. Peter Street, MONTREAL

August, 1875.

**ROBERT DUNN & CO.,**  
 WHOLESALE  
**DRY GOODS.**

479 ST. PAUL STREET,  
 MONTREAL.

The attention of the trade is invited to about 250 Packages Sundry JOB Goods purchased during the recent depression in business, and which will be sold **LOW** in lots to clear.

**FRED. BIRKS,**  
 1 ST. HELEN STREET, MONTREAL,  
 AGENT FOR



All numbers. **TRADE MARK** Six Cord.

This Sewing Cotton is superior to any other made in the market, as it is recommended by all the principal Sewing Machine Agents throughout the Dominion as the **BEST** for Hand and Machine Sewing. As there are other makes and qualities of Clark's Cotton, be sure and ask for

**CLARK'S ELEPHANT SPOOL COTTON,**

Agent for **A. WARD & CO.,** Leek.

Manufacturers of Machine Silk,

Hardash, Twists, &c

A full assorted stock of above always on hand. Orders received from Importing Houses in the trade only. Price Lists furnished on application.

A Graphic Description  
 OF THE

**DOMINION OF CANADA AND ITS PROVINCES,**

ALSO, NEWFOUNDLAND, the NORTH-WEST TERRITORIES, ANTICOSTI and LABRADOR, with an APPENDIX containing information of especial interest to the Emigrant, and a TABLE OF ROUTES.

A most useful Book to send to friends in the Old Country.

PRICE 50 CENTS.

Sent Free on Receipt of Price.

LOVELL PRINTING & PUBLISHING CO.  
 MONTREAL.

**STEPHEN, DAVIDSON & CO.,**  
 IMPORTERS OF

**STAPLE and FANCY DRY GOODS,**  
**SMALL WARES, &c.**

Nos. 496 and 498 ST. PAUL STREET,  
 MONTREAL.

**S. H. MAY & CO.,**

IMPORTERS AND DEALERS IN  
**PAINTS, OILS, VARNISHES,**  
**GLASS, &c.,**

No. 474 ST. PAUL STREET,  
 MONTREAL.

**T. H. SCHNEIDER & CO.,**

IMPORTERS AND WHOLESALE

**GROCCERS,**

476 St. Paul & 391 Commissioners Streets,  
**MONTREAL.**

Leading Wholesale Trade of Montreal.

**W. R. ROSS & CO.**

GENERAL AND

**Commission Merchants,**

MERCHANTS' EXCHANGE,

11 ST. SACRAMENT STREET,

MONTREAL.

ROSS & CO. - - - QUEBEC

IMPORTERS DIRECT OF

Teas, Coffees, Spices, Fruits, Sugars,  
 Grocery Staples,

**PROVISIONS AND PRODUCE,**  
**FISH AND OILS,**

Coal, Iron, Tin, Salt, &c.

Maritime Summary.

In the paragraph relating to the Rosamond Woolen Company of Almonte, which appeared in our issue of the 29th ult., sufficient care was not taken to avoid the confusion likely to result from the similarity in the names of two distinct firms mentioned therein, and which probably misled some readers into an identification of that company in some degree with the insolvent iron works firm of Rosamond, Miller & Scott. The Mr. Rosamond of this latter firm has nothing to do with the woolen company of that name, nor any interest in it whatever. We are glad to learn that the woolen mills of Almonte, comprising those of the Rosamond Woolen Co., Elliott & Sheard, W. H. Wylie, and J. Baird & Co., which suspended operations about six weeks ago, owing to the depression of trade, have all commenced work again, although running only on part time, and it is to be hoped that the demand for this superior class of home manufactures will continue brisk enough to enable these thriving industries, which have done so much to promote the welfare of the town of Almonte, to continue uninterruptedly their prosperous career.

In the matter of G. L. Rolland & Son, wholesale shoes, a compromise at 30 cents on the dollar is about being completed, the creditors however, reserving the right to contest the mortgage of \$40,000 on Mr. Rolland, sen's property, to the Jacques Cartier Bank. This mortgage it appears, has been made out in the name of Mr. J. B. Beaudry individually, as a director of the bank, and eminent counsel have given it as their opinion, that, as G. L. Rolland & Son owe nothing to Mr. Beaudry individually, the document will not hold water; this opinion, if maintained by the Courts, will of course materially improve creditors' interests. There is to be some new blood infused into the concern, both capital and ability, in the latter of which respects they have been markedly lacking in the past, and, with late severe lessons fresh in their memory, we think there may be reasonable expectations of a better future for them.



Leading Wholesale Trade of Montreal.

1875 **CANADA FUR & HAT COMPANY,** 1875*Established 1832.***Furs, Felt Hats, Gloves, Buffalo Robes, &c.,**

Every Department complete. New Styles in

**MEN'S, WOMEN'S AND CHILDREN'S FUR CAPS,****MUFFS, COLLARS, BOAS, COATS, JACKETS, &c.****SCOTCH & CLOTH CAPS,**

Embracing all the New Styles.

**GLOVES OF EVERY DESCRIPTION.****Men's and Boys' Felt Hats, Latest Fashions.****BUFFALO ROBES,***A LARGE COLLECTION.***GREENE & SONS,****517, 519, 521 & 523 ST. PAUL STREET, MONTREAL.**

Prices Low.—Terms Liberal.

American manufacturers are not satisfied with sacrificing their goods in this market; latest accounts from England say that Mr. T. Garnett told the Bradford Chamber of Commerce on the 26th ult., that a merchant engaged in the cotton trade was in the habit of buying American cotton goods as he could get them cheaper than those manufactured in Lancashire. Mr. Carbutt remarked at the same meeting that it was not surprising cheap cotton goods could be shipped from America, seeing that many companies in Lancashire were earning a profit of 40 to 50 per cent. So says the *New York Tribune*.

W. H. Thomson was formerly a peripatetic merchant in and around the pleasant town of Perth, where he managed to save a few hundred dollars, which tempted him into fields where he was not quite so well known and the inhabitants less suspicious. He wended his way to the village of Compton where he bought out the stock and goodwill of a Mr. Gauthier. When the early spring of this year began to dawn, Mr. Thomson might be seen in the streets of Montreal, dressed as though he had stepped out of a tailor's fashion-plate, and with eye-"glawse" fixed, interviewing some merchants, from whom he succeeded in obtaining considerable credit. All went well for some time, and the new man was so trusted that his name was in request by people of fair credit in Compton to endorse their notes. A short time since the man who sold out to him began to be suspicious, and, managed to get back about \$400 worth of goods, which a certain carter says he was employed to take over to Sherbrooke. The following letter

which was received by a Montreal creditor a few days ago, will explain itself:

WHITE RIVER JUNCTION, Nov. 3rd, 1870.

DEAR SIRS,—It is with much regret that I have to inform you that I have left Canada, through inability to meet my liabilities. I trust my creditors will not blame me too severely, as it was the only way I could save what capital I put into the business, and I did not take a dollar more than I did put in. As I have the interest of the creditors at heart, I have sent information to Messrs. \_\_\_\_\_ how to get at some payments made, which ought not to be.

Yours truly,

W. H. THOMSON.

We may add, as conclusion to this unique production, that Mr. Gauthier has filed his claim against the estate without any reference whatever to the goods said to have been retired to Sherbrooke.

The creditors of Laurin, Webster & McMartin, manufacturers of shoes, have granted a compromise of 8 shillings and ninepence in the pound, with security, to Messrs. Webster & McMartin, who will continue the business.

The Intercolonial Railway was opened for traffic from Moncton to Campbelltown on the 9th inst.

Daniel Desmond of Toronto has left for parts unknown, leaving his landlord and several other sorry creditors behind him.

Leading Wholesale Trade of Montreal

**Ogilvy & Co.**

IMPORTERS OF

**DRY GOODS**

CORNER OF

*St. Peter and St. Paul Streets*

MONTREAL.

—o—

Fall Stock completed 20th  
Aug., 1875.

In an English exchange we find the following: "Our readers will do well to profit by this hint given in a recent issue of *The Stationer*:—All trade organs should devote a few words to this subject just at present. It has been stated that a new American fraud is in progress. Some millions of counterfeit notes of the Bank of England are to be taken to New York and put in circulation through a banker in that city. Respecting the 'paper,' the counterfeits are exactly the same as the genuine material, and, as the eyes of experts will thus be of no avail, the scheme of issuing notes abroad is ingenious, since the chief, and perhaps only, mode of detecting the spurious notes would be by a comparison of the figures with the Bank of England lists."

**A NEW PROPELLER.**—The *New Haven Palladium* says that a mechanic in that city has invented a new method of propelling boats, by which he can obtain a speed of five miles an hour without any "wash" from the propeller. The boat has two keels parallel to each other, and between them an air-tight box, built in the bottom of the boat, into which air is forced by means of a small steam engine. The compressed air is conveyed to the top of the water under the boat, and allowed to escape on the surface of the water, the resistance it meets being relied upon for the propulsion of the boat. The two keels are intended to keep the compressed air from being distributed over too great a surface. The *Palladium* says that several satisfactory trips have been made in the boat (probably without load), and that the invention can probably be used to advantage on canals.

Leading Wholesale Trade of Montreal.

MORLAND, WATSON & CO.

SOLE AGENTS FOR THE

*Chambly Shovel Works,*

MANUFACTURERS OF

Lowman's Celebrated Cast Steel Socket  
Shovels, Spades, &c.,

All in one piece without rivets or straps.

*Warranted the best in the world.*

MORLAND, WATSON & CO.,

385 & 387 ST. PAUL ST.,

MONTREAL.

**PUBLIC NOTICE.**

MEN'S RIBBED WOOL UNDERSHIRTS AND  
DRAWERS, \$5.95 per dozen,  
MEN'S RUBBER OVERCOATS, \$18 per doz.,  
One Hundred yards BLACK SEWING SILK, 56c.  
per dozen Spools.  
COATS 300 yard Spool Cotton, 62c per dozen.  
HOCHELAGA 38 inch B COTTON, 7c.  
HOCHELAGA 36 inch B COTTON, 7 1/2c.  
CORNWALL W.A. 36 inch COTTON, 9 1/2c.  
CORNWALL W 33 inch COTTON, 8 1/2c.  
GOOD BLACK SILK, 50c.  
GOOD DARK STRIPED SILKS, 53c.

S. CARSLY,

393 & 395 Notre Dame Street, Montreal.

AGENCY for the sale of HOCHELAGA GREY  
COTTONS.

Politicians are so numerous that they are  
crushed beneath the wheels of passing waggons.  
Let the good work go on.—*Worcester Press.*

The assignments in the Province of Quebec  
since our last issue are:—Mrs. P. Rivard, Vaud-  
reuil, hotel; Thomas R. Johnston, Montreal,  
lumber; J. Goudie, Montreal, fancy goods; J.  
L. Michaelson, L'Avenir, general store.

Writs of attachment have been issued vs.  
David & J. R. Baker, Dundee, general traders;  
Moise Faubert, Stanstead, trader; Mrs. A. B.  
Pepin, Gentilly, general store; Couture &  
Frère, Sherbrooke, general store.

In Ontario, for the same period, the following  
assignments have been made:—T. Percy & Son,  
Smith's Falls, tailors; O. C. Fish, Otterville,  
general store; Henry J. Weekes, Toronto,  
patent medicines; John Thompson, jun., Arn-  
prior, general store; Wm. H. Blake, Almonte,  
shoes; G. C. Holton & Co., Belleville, drug-  
gists; N. W. Coppin, Toronto; Wm. Knowles,

Leading Wholesale Trade of Montreal.

JOHN TAYLOR & BRO.,

Offer for Sale as Agents of the makers,

STEEL BOILER PLATES.

CHARCOAL IRON PLATES.

Morris, Tasker & Co's TUBES.

The above materials are warranted, and sup-  
plied cut to specification, without extra charge,  
thus saving labour and waste.

Office and Warehouse,

16 St. John Street, Montreal.

GEORGE BRUSH,

24 to 34 King and Queen Streets, Montreal,

EAGLE FOUNDRY,

MAKER OF

Marine, Stationary and Portable Steam Engines,  
Donkey Engines and Pumps, Boilers and Boiler  
Works, Mill and Mining Machinery, Shafting, Gear-  
ing and Pulleys, Improved Hand and Power Hoists.

Sole maker in the Dominion of

Blake's Patent Stone and Ore Breaker,

with Patented Improvements.

AGENT FOR PROVINCE OF QUEBEC OF

WATERS' PERFECT ENGINE GOVERNOR.

A. & A. MAHLER,

MANUFACTURERS OF

Staple & Fancy Dry Goods,

WOOLENS, &c.,

LONDON, PARIS AND BRADFORD.

Sole Agent for the Dominion,

H. A. WHITE,

217 ST. JAMES STREET,

MONTREAL.

LUSTRES, ITALIANS, AND COBOURGS,

SPECIALTIES.

Elora, hardware; Bell & McEwen, Brockville,  
cabinet makers; A. & M. McCrea, Glen Nevis,  
store and lumber.

Writs of attachment have been issued vs.  
Daniel Desmond, Toronto, dry goods; Wm.  
McClatchey, Windsor, shoes; Wm. Thornton,  
London, hotel; Wm. Hanley, Ottawa, contrac-  
tor; Wm. Fairweather, Peterboro, general store.

The amount of moral turpitude caused by the  
disclosures of the Mechanics' Bank has received  
considerable accession since the return of one  
of the directors from his summer sojourn in  
Europe. "The army swo e terribly in Flanders,"  
but it was nothing to what has been heard at  
our street corners and along the wharves for  
some days back, qualifying the epithets applied  
to the stoical manager of that defunct con-  
cern.

Punch's last article on the Vanguard business:  
"The Sinking Fund—the Navy Estimates."

Leading Wholesale Trade of Montreal.

FAIRBANKS'



STANDARD

SCALES,

HIGHEST PRIZES AT PARIS, VIENNA  
AND MONTREAL.

*The most accurate.*

*The most durable.*

*The most convenient.*

*In every respect worthy of the most im-  
plicit confidence.*

FAIRBANKS & CO.,

403 ST. PAUL STREET,

MONTREAL.

JOHN McARTHUR & SON,

Importers of and Dealers in

White Lead and Colors,

DRY AND GROUND IN OIL.

VARNISHES, OILS,

WINDOW GLASS,

STAR, DIAMOND STAR

AND

Double Diamond Star Brands.

English 16, 21 and 26 oz. Sheet.

ROLLED, ROUGH AND POLISHED

PLATE GLASS.

COLORED, PLAIN AND  
STAINED ENAMELLED

SHEET GLASS.

PAINTERS AND ARTISTS MATERIALS.

CHEMICALS, DYE STUFFS,

NAVAL STORES, &c., &c., &c.

OFFICES AND WAREHOUSES:

310, 312, 314 and 316 St. Paul Street,

AND

253, 255 and 257 Commissioners Street,

MONTREAL.

Chicago claims to be the largest grain mar-  
ket in the world. It handles 90,000,000 bushels  
of wheat annually, and has now in operation  
eighteen steam elevators with a capacity of  
15,350,000 bushels, or more than the average  
product of 1,000,000 acres of fertile land.

1875 Fall Trade. 1875

J. &amp; R. O'NEILL,

IMPORTERS AND WHOLESALE

Dry Goods Merchants,

MONTREAL,

Begin to advise their travellers are now out with samples of their Fall Importations of General Dry Goods, all of which are now open

Full lines of Dress Goods,  
Full lines of Winceys,  
Full lines of Staple Goods,  
Full lines of Small Wares and  
Haberdashery.

An Inspection Invited Terms Liberal.

The Journal of Commerce

FINANCE AND INSURANCE REVIEW.

MONTREAL, NOVEMBER 12, 1875.

## FINANCIAL.

There is very little change to note in the money market during the past week, and it is a matter of congratulation that the tide of returning confidence has steadily and surely set in, leading to a well-grounded anticipation, at no distant day, of much greater facilities for the development of the commerce of the country, at rates even lower than those noted in our last review. There is no doubt whatever that this is absolutely necessary for the restoration of a healthy tone to business, and to place it generally on a footing of permanent security, as it is absurd to suppose that really sound business houses, engaged in legitimate trade, can afford to pay more than eight per cent. for the accommodation they require from banks, and have anything like a paying margin to themselves out of their business operations. This is owing in a great measure to the amount of competition that exists in every department of mercantile business in this country, as well as on account of the number of competitors entering the Canadian field continually, from establishments in Great Britain and other European countries, who exhibit their wares in all points of the Dominion, from Halifax to Sarnia, and who are able to cut so close in prices that our wholesale merchants are compelled to sell at an exceedingly small margin of profit to retain their good customers, or run proportionately greater risks if they desire larger apparent returns by selling to a more risky class of consumers. In this particular we hold that

the interests of wholesale merchants and bankers are identical; for if the banker charges his customer, at a time when he cannot better himself, exorbitant rates, he can rest assured, if that customer succeeds in weathering the storm, that he will not forget the treatment to which he was subjected in his time of need, and will avail himself of returning ease to the money market to secure a line of accommodation in an institution where advantage will not be taken of his necessities, but where he will continue to receive assistance on terms agreed on, or may have been led to expect, for the economical management of his business, and to enable him in times of depression to meet all his engagements honourably, and without the constant and terrible anxiety, that many of our best business men have been made to suffer during the late crisis, that eats into the energies of life like a cancer.

The only change to note in the management of any of our banks here is the retirement of the President of the Metropolitan Bank, Hon. Henry Starnes. It is not necessary to refer to the causes that have brought about the resignation of that gentleman, suffice it to say that the interests of the bank seemed to require it, and that a more satisfactory management of its affairs is to be looked for in the future. This is much to be desired, as we have had quite enough of "ring" management in our city, and a period must be put to this, as to all unremunerative banking, no matter who should have to "step down and out," or make way for men who have something more than their own interests at heart, in the manipulation of the affairs of a bank.

A steady improvement in the stock market is noticeable during the past week, with an increasing demand for leading stocks, Montreal Bank, Merchants' Bank, Bank of Commerce, and Telegraph, commanding advanced figures, on last week's quotations. Call loans are procurable at 7 per cent. and time loans from 8 to 9 per cent. The improved feeling in the money market though not entirely dependant on the English market is in sympathy with it, money there being easy and abundant, the rate of discount in the open market being 3 per cent. or one per cent. lower than the Bank of England rate. Sterling Exchange is quoted from  $8\frac{1}{2}$  to  $8\frac{3}{4}$  with transactions at lower figure. Documentary bills quiet at  $7\frac{3}{4}$  to  $7\frac{1}{2}$ . There have been some transactions at  $7\frac{3}{4}$  within the last few days, but  $7\frac{1}{2}$  is all they are worth now. Gold drafts par to  $\frac{1}{2}$  per cent. premium. No change to note in the rates of discount for commercial paper during

the past week, although a continued improvement in the tone of the money market should lead to a lower rate of discount.

## AMERICAN IMPORTS.

We hear every day of fresh instances of the slaughtering process which Americans have been forcing on our market since the advent of the dull times among them. Our wholesale merchants are approached almost daily by travellers from the United States with samples of cotton and other goods which are offered at prices lower than they can be produced in England. Occasionally one of our wholesalers is tempted by the cheapness into buying, and when he meets with his country customers he finds that he has been forestalled by the enterprising American who sells the same goods to the retailer on the same favorable terms as to the former. The time at which they sell is usually sixty days, and in many cases the cash which has been due the wholesale merchant of Toronto and Montreal for six or nine months is paid right out for these cheap goods. Instances are not wanting also of American goods being entered at much below their value, and this is particularly the case with farming implements and machines. Many farmers in the Eastern Townships when pressed by the country stores for payment of their accounts excuse themselves by saying they are obliged to pay for their reaping machines, &c., immediately and cannot afford to pay in full, as promised when their grain would be sent to market. The Americans have managed to educate our buyers to the system of short date paper and are also giving them a lesson on compulsory payments which our people would do well to imitate, and in this way they are taking a great deal of the ready money out of the country.

It is well known that these implements are in many cases entered at less than cost. It is impossible for our merchants to transact business at a profit if this state of things is allowed to go on. A favorite argument with the free-trader is that it is all the better for the country, even if they should give us the goods for nothing,—a fallacious and groundless argument. Many country dealers buy of these American goods though they do not want them, just as people are tempted into expense through the cheapness of it. It is to be hoped that our hustings orators and wise legislators will prove during the coming session of parliament that they are more than men of much promise; that, recognizing the evil before they were obliged to study for the platform, they

will be able to enforce a remedy for which practical experience is the best guide,—an evil which must be expelled from the commerce of the country if we do not desire to have a further continuance of this one-sided sacrifice business, and a repetition of it whenever the American people happen to have an overstocked market.

#### THE MECHANICS' BANK.

A question which agitates the minds of many people now that the beginning of the end is near, apart from the most vital one of how much will it pay, is what shall be done with the Mechanics' Bank after the meeting advertised for the 18th inst. If its affairs are to be wound up, the quicker it is done the better for all concerned, and we doubt the practicability of any other course. Some shareholders, who are rather sanguine in their expectations, suppose that the entire losses to themselves will not exceed seventy-five per cent. We still feel inclined to adhere to the approximate estimate given in the issue of this journal of October 15th, exhibiting a balance valued only at \$23,055 to reimburse stockholders having claims to the extent of \$408,939. The utter incapacity exhibited by all concerned in the management is beyond anything hitherto revealed in the worst banking affairs. The limited powers necessary to the management of a "shaving shop," can be put to but little use in a legitimate banking business, and the late manager doubtless comforts himself with the reflection that by ambition also fell the angels. The teller is in St. Albans, and it would be interesting to know what his motives were for defying arrest at first, and after a certain lapse of time to take to his heels. Perhaps some of the late customers of the bank could throw some light on the subject; at all events it is known that through the forbearance of the bank management in this case, a considerable sum has been realized, further security obtained for somewhat doubtful paper, and one or two concerns left on their feet which the teller's disclosure would have sent toppling.

The reputation of the manager and directors for being all honourable men has not been much improved since the return of one of the number lately from Europe. This gentleman's profession makes him largely dependent upon the good will of the very class of people who have suffered most severely at the hands of his associates, and, to relieve himself of the odium attached to the directorate, has stated publicly since his return that a certain number of shares which he bought

through a certain broker here, better known as the "captain," were part of those held by the manager himself. This position of the owner of ninety shares cannot be sustained, as the stock ledger shows no such transfer. Another insinuation which he makes, to the effect that the manager placed all the bad paper left on his hands, the result of former transactions, in the bank when he became its manager, may be more worthy of consideration. The clever professional is driven to his wits' ends how to account to his poor patients for his share in the transaction, and possibly takes this method of lulling their feelings against himself. It is certain that the nature of the business here did not hurry him back from his quiet retreat in England, where he could not have long remained in ignorance of what was transpiring in Montreal. It might be interesting also to know how it was that the thirty-two shares bought by him in 1869 through his broker were sold him in lots of 7, 3 and 22, although the broker bought the first two numbers together. Was it meant for skillful angling to secure this smaller fry? However this may be, it is to be hoped that the little breeze which has thus been started may result as usual in similar cases when honest men are likely to come by their own.

We should be glad to know if the worthy high-minded president has yet paid in his balance due for stock of \$20,000, and whether another director who says that he expended the liberal contributions of our merchants in his behalf some time ago, in the purchase of shares, has also paid in his balance of \$12,000. They are both gentlemen of much promise, and it is to be sincerely hoped that the poorer shareholders will not have reason to lower the exalted characters which they have hitherto maintained.

One of the saddest features in connection with the interests held by the larger shareholders is that they were bought on trust for over-credulous people who had more money than sense; and we should wish to be informed how much of this was used to bolster up the credit of these clever argus-eyed directors, men whose education fitted them at least for grappling with figures, and whose sagacity should have been proof against the bungling incapacity or the wilful blindness of adde-pated accountants. The condition of the books, and the manner in which a stupidly honest accountant was hoodwinked for several years in the preparation of the monthly statement, exhibits a state of affairs that few people would be inclined to believe upon mere assertion. As far as

we can judge, the great efforts of the suspected parties at present are directed towards throwing all the blame upon the employes, and we incline to the opinion that the indefatigable exertions of the gentleman whose services as accountant they have been fortunate to secure will unravel the mystery to this effect.

As in every case of diagnosis some remedy will suggest itself, the examination of the affairs of this *pseudo* bank prompts us to propose that no matter how it turns out, the poorer depositors and shareholders should be satisfied out of what can be realized immediately, and the heavier ones obliged to wait, say twelve months or so, giving them ample security. It is no doubt a sad case for all concerned, but those who prefer investments in such institutions should not expect too much, or grieve themselves to excess because this parasite did not succeed in obtaining a prolonged subsistence from the stately edifice beside which it grew.

#### THE GOVERNMENT

##### INSURANCE SUPERINTENDENT.

Professor Cherriman has spent a couple of weeks in visiting the insurance offices whose head-quarters are situated in this city. As far as we can gather from the chief agents with whom we have conversed, the Superintendent's visit is mainly intended to enable him to form the acquaintance of the representatives of companies, and to obtain a general idea of their office working. With a view of bringing him into contact with several agents whose head offices are at Toronto and elsewhere, the insurance fraternity (with only one or two exceptions) entertained Mr. Cherriman, in a strictly private way, at lunch, on Wednesday last. We must say we are glad to hear of this, as it indicates, as we view it, that the companies are pleased at the creation of the office, as well as with the gentleman filling it. We allude to this point, for we know that a feeling has prevailed that the recent Insurance Act was passed, and the office of Superintendent appointed, contrary to the wish of the companies, whereas the very opposite was the fact.

##### SPIGOTS.

We hear of complaints by merchants that at some of the western ports of entry, goods are sometimes passed at less than their value, and occasionally free, when they should pay duty. As this is injurious to the revenue as well as very unfair to the wholesale merchants in the large cities, where the charge of ignorance cannot be brought against the custom house officers, we hope it will receive some atten-

tion from our legislators when they next meet in Ottawa. It may be suggested that there ought to be one or two travelling appraisers, or there might be ports of examination as well as ports of entry. While we watch the bung-hole there may be considerable dribbling at the spigot.

We are glad to perceive that the opinions expressed in our issue of the 29th ult., with reference to rumored legislation on the part of the government, requiring fire insurance companies to adopt "Uniform Forms," have received considerable attention at the hands of our exchanges. The following comments on our article, taken from the *Insurance and Real Estate Journal* of New York, we fully endorse:

"If it is meant by this that it is contemplated that the Board of Trade should be empowered to draft the policy which the fire insurance companies should issue, it will form one of the most egregious assumptions ever ventured upon by a legislature. It may require the sanction of a government to permit a company to enter upon business, but to prescribe the detail of conditions upon which such company should found its contracts with those who deal with it, is an entrenchment upon private rights that would not be submitted to in any country upon which liberty had dawned. Not only would the British companies withdraw from the Dominion under such arbitrary dominance, but the policy might be so framed as to extinguish fire insurance altogether. Such an attempt should be opposed with firmness and resolution."

#### RAILROAD STATISTICS IN GREAT BRITAIN.

The following figures taken from the statistical abstract of the United Kingdom for 1874 are interesting, as showing the growth of the railroad system in England and Wales, in Scotland and Ireland, and in the United Kingdom as a whole, from 1860 to 1874. The length of the lines open in England and Wales at the end of 1874 was 11,622 miles, and an increase of about 4000 miles in 14 years, the total paid-up capital amounted to £508,720,097, an increase of £220,028,486, and the total number of passengers carried during 1874 was 423,522,464, more than three times the number carried in 1860. The total traffic receipts in 1874 amounted to £48,144,747, and in 1860 to £23,472,946. The net traffic receipts for passengers and goods in 1874 amounted to £22,673,271, exceeding the net receipts in 1860 by £10,458,879. The total paid-up capital has increased annually at the rate of more than £15,000,000 a year, and of £18,000,000 for 1874.

In Scotland the total length of line open in 1874 was 2,699 miles. The total paid-up capital in North Britain in 1874 was £71,327,140 as compared with £38,838,741 in 1860. The number of passengers was 38,240,011, an increase of nearly 22,000,000 in the 14 years. The gross traffic receipts were £6,234,495, more

than double those of 1860, while the working expenses had risen from £1,306,128 in 1860 to £3,634,352 in 1874, and the net traffic receipts from £1,619,101 to £2,845,906. Ireland has the smallest length of line among the three divisions of the United Kingdom, and the annual increase of new line is also in a smaller proportion. Last year the total length open was 2,127, being an increase of about eight hundred miles in the fourteen years. The capital, which stood at twenty and a half millions in 1860, had risen to nearly thirty millions; the total number of passengers conveyed in 1874 stood at 16,554,226, having risen at the rate of nearly half a million annually during the fourteen years. The total traffic receipts for 1874 were £2,522,039, as compared with £1,368,457 in 1860; and the net traffic receipts from £745,311 to £1,121,773. In the whole of the United Kingdom the total length of line open at the close of last year was 15,448 miles, an increase of about 6,000 miles in fourteen years. The total paid-up capital amounted to £609,949,919, an increase of £314,834,129 in the fourteen years. The total number of passengers had risen from 163,483,572 in 1860 to 478,316,701 in 1874, or from 15,669 per mile in 1860 to 23,081 per mile in 1874.

#### THE COFFEE TRADE.

The *New York Bulletin* says that an important question now being discussed by the coffee merchants, both there and in Europe, has reference to the supply to be expected during the present season. The Brazil season may be said to begin July 1st, and that for other coffee later in the year. An Amsterdam authority submits this statement of the probable yield, accepting the highest estimates and comparing them with the crops of 1874-75:

	1874-1875. 1875-76.	
	Tons.	Tons
Java.....	60,000	36,000
Ceylon.....	50,000	37,000
Rio.....	240,000	120,000
Santos.....	47,500	24,000
Costa Rica.....	12,000	6,000

Should this ultimately prove correct, the aggregate crop of these countries will be but 223,500 tons, against 409,500 tons last year; a falling off of 186,000 tons. It is, however, conceded that 69,000 tons old crop Brazil—1874-75—are still in supply, which would make the available supply from the sources mentioned 292,000 tons. This quantity, even with the yield in other countries, such as Venezuela, Porto Rico, &c., it is considered, will not be sufficient for the consumption, and higher prices when this is thoroughly understood are by some spoken of as highly probable. Still, there is an element of uncertainty in all calculations of this character, and it would not be surprising if these expectations should be in a measure at least disappointed. The coffee trade in the United States is at present, as it has been for some time, very dull, and with the supply of Brazil materially larger than at this time last year, the stock of other kinds is ample, and the market, on the whole, is unmistakably depressed. Moreover, there is a considerable supply of Brazil in transit for American ports. According to reports received up to the begin-

ning of the week, this consisted of 375,147 bags, while yesterday there were 137,000 bags in first hands in our markets. This, of course, affords no positive indication of what the season's supply will ultimately be; but as there would seem to be some falling off in consumption in the United States, the stock on hand is likely to prove ample for some time, especially if the present dullness in trade continues. The sales thus far this year to the interior merchants have been much smaller than in 1874, and to this stagnation in the jobbing trade is attributed the existing slackness in demand for cargoes, for which prices are in a merely nominal position.

#### AMERICAN SHIPS.

The *Halifax Chronicle* calls attention to the poor class of work on American built steamships and to the many disasters which happen to them, spite of the alleged superiority of these vessels to those of European construction. The subject is one of deep interest to Americans, who naturally feel sore at the thought that their own shipyards cannot manage to turn out such work as will compare favorably with that of the Clyde and Mersey firms. A great deal was said about the *City of Peking*, for instance, when she was launched and taken on a sort of triumphal cruise to exhibit her manifold beauties and qualities to an admiring public, and it was hoped a fair return would be obtained for the enormous amount of money that had been spent on her, but it turns out the work was decidedly faulty and by no means equal to what was guaranteed, any more than it was on the *Friedlander*, another steamer which had perforce to put into Rio Janeiro for necessary repairs before she could continue her voyage. The highest expectations were entertained that both these vessels would justify the assertion so frequently made in regard to the capabilities of American shipbuilders, but events have proved that while much more costly than Clyde built ships, they are not equally strong.

A *New York commercial paper* insists, with what must be disagreeable positiveness to the advocates of the excellence of "home-manufactures," that the list of disasters of one kind or another reported during the present year is much too long, and that this is probably due, in great part, to bad workmanship on vessels and to bad stowage of cargoes. Repeated cases of serious leaks, endangering the ship's safety, of vessels abandoned and subsequently brought into port by salvage crews, seem, nevertheless, to fully bear out the charge made that far too many vessels leave New York and other northern ports for the Pacific which are not in a condition to face the storms they must encounter in the Atlantic, to say nothing of those at the Horn. The Pacific trade has been singularly unfortunate, although it was but reasonable to suppose that none but the best ships would be employed in it. What with misfortunes to steamers and loss of sailing vessels, there have been enough disasters to call for the intervention of a Plimsoll and suggest the advisability of an inquiry into the seaworthiness of the crafts that undertake these long journeys.

It is not one or two vessels that have come

to grief, but a large number, and the history of some of these is instructive. A vessel left New York for San-Francisco after having been "thoroughly overhauled" and put into excellent order for the trip, yet before she could do more than weather Cape Hatteras her captain found every set that boarded her running through her decks like a sieve, and he had to put into Rio to have them recalculated ere he dared venture into the latitude of the Horn. Another ship had to put into Montevideo with a leak that threatened to founder the ship and defied the crew to keep the hold clear. When docked and examined it was found that the cause of the mischief was a spike hole which had been left unplugged, while another craft, which, like many more, had to run for Rio in distress, was nearly destroyed by the bad stowage of her cargo, consisting principally of iron which had been stowed between the mainmast and after hatch in such a way that four deck beams had been broken, the stanchions had settled four inches into the ribs and her whole frame was badly warped. But this was as nothing to the case of one ship which, when on her second voyage, had to put into Rio and have repairs to the amount of sixty-five thousand dollars—half her original cost—made on her before she was fit to proceed to sea again. It took five months to do this, and the original work on her did not stand inspection, as in most places where copper bolts should have been found there were iron ones of poor quality and too short for their purpose. Yet the vessel had the highest rating in French Lloyd's.

The uniform complaint of underwriters' agents in South American ports is that the cargoes of all the vessels which put in in distress "are badly loaded and strain the ship." This serious defect is accounted for by the competition in freights and the nature of the freights. These are generally composed of heavy goods, such as machinery, iron, coal and coarse stuffs, and they are stowed on board—once sent down to the wharves—with the utmost expedition, for fear that shippers may be offered cheaper rates by some other vessel or by some railway. Yet the greatest attention will have to be paid to the stowage of cargoes as well as to the seaworthiness of ships, for the Pacific trade is one of the main stays of the American mercantile navy, the transatlantic trade having almost wholly passed into European hands. Perhaps Plimsoll, when he has finished his work in England, may find it worth his while to come over to the States and give merchants and ship-owners there the benefit of his experience. A reform, it would appear, is as much wanted there as it is in the old country, and as reform means improvement, doubtless American ship-owners would find it a decided benefit to be as strict as they once were with regard to inspections and surveys.

**OBLIGED TO KEEP THEIR PROMISE.**—In June 1857, the Knickerbocker Life Insurance Company gave a policy for \$3,000 to Sarah Leslie on the life of her husband, James. He survived her and became the owner of the policy, which he deposited with the insurance company as security for a loan of \$300. Between June, 1865, and October, 1868, the policy by various

mesne assignments, became the property of Leslie's daughter, and she, not knowing when the premiums fell due, applied at the office of the company. She was told that the company would give her notice when the premiums fell due. But the company gave her no such notice.

On the 7th of June, 1870, the daughter was told that the policy had been cancelled for non-payment of the premium, which fell due on the 3rd of June. At that time Leslie was sick, and the fact had been talked of in the company's office. The daughter immediately tendered payment of the premium, but the company refused to receive it: the premium next falling due was also tendered and refused. Leslie died in March, 1871, and the company refusing to pay the policy, the daughter sued and got a verdict for the full amount. The judgment was affirmed in the General Term, the Court holding that the plaintiff was justified in depending upon the defendant's promise, and that her failure to pay the premium having been due to their omission to warn her as promised, they were estopped from setting up this defense. The company then applied to the Court of Appeals, and that tribunal has just affirmed the judgment, with costs.

#### ROLLING TIRES.

The new arrangement for rolling tires, devised by M. Dallar, is favourably noticed by the scientific press. The rolls are on vertical axes. The smooth-faced roll, which corresponds with the inner face of the tire, is mounted on a vertical arbor, which receives its movement through bevel wheels from a horizontal main arbor turned by a twin engine of which the following are the principal dimensions, etc.: diameter of cylinder, ten inches; stroke, thirty-six inches; steam pressure, eight pounds; revolutions per minute, seventy. The profile rolls are three in number, the first reducing the tire after it has been forged under the steam hammer, and the two others completing the work. An arrangement like that adopted in lathes allows of giving two distinct movements to the three rolls, a longitudinal movement to bring the roll up against the tire, and a transverse movement to bring each of the three in succession into action. The last movement is made by hand with the aid of a screw to which a wheel as attached, the transverse carriage bearing the three rolls being thus made to slide on the great carriage which has the longitudinal movement. This latter is mounted somewhat after the fashion of a slide-rest on the lathe bed, and its movement is affected by hydraulic pressure brought to bear upon two pistons fixed to the carriages which enter cylinders fixed to the bed.

One piston cylinder, much larger than the other pair, serve to bring up the roll and press it against the tire, while the smaller piston and cylinder are powerful enough to withdraw it. When the roll is not working, the carriage may be moved by means of a rack and piston worked by hand. The apparatus is completed by two pulleys turned so as to serve as guides to the tire, and the position of which is regulated by a hand wheel and screw. When large

tires are to be rolled, the number of these guide-wheels is increased. A horizontal roll also supports the tire.

The *Southern Church Review* has the following: "The Government statistics of 1871 may well cause every honorable man to hang his head with shame, and may well fill every patriot's heart with alarm. They are as follows. Let them be pondered by every lover of his country.

Salaries of all Ministers of the Gospel..... \$6,000,000  
Support of criminals..... 12,000,000  
Fees of litigation..... 35,000,000  
Importation of liquor..... 50,000,000  
Support of grog-shops..... 1,500,000,000  
Whole cost of Liquor..... 2,200,000,000  
And these are the facts in this enlightened nineteenth century and in these United States. One might infer from them that we are fast becoming, if not already, a nation of drunkards. And then consider this country's estimate of the Gospel ministry, the clergymen of all denominations costing a sum less by millions than the grog-shops of the land!"

A dispatch from England says the report of the Great Western Railway of Canada for the half year announces that there will be no dividends. The deficiency in the revenue is £141,000.

**BRITISH TRADE WITH FRANCE.**—Last year the exports of Britain to France amounted to £16,370,274, while in 1860, the year before the Cobden treaty came into operation, the whole amount was £5,249,980. In other words, these exports have tripled in fifteen years. The imports from France show a still more marvellous increase, but not in the way that was feared, by supplanting and underselling British goods even in English markets. Last year butter was imported from France to the enormous value of £3,944,233, yet the demand for the products of British dairies was never better. Eggs were brought from France in 1874 to the value of £2,018,725; sugar, £2,816,274; and wine, £2,616,355. French silks and ribbons came to the value of seven millions' worth, and kid gloves to the value of £1,250,000. In 1860 Britain exported to France only £298,720 worth of cotton goods; in 1874, £3,062,745. In 1860 woollen goods went to France to the value of £321,488; in 1874 this had risen to £4,065,481. Large as are these figures, it is very evident that the trade between the two countries is yet long in its infancy. —*Globe*.

The Travellers insures against general accidents—not accidents of travel only, but the thousand and one casualties to which men are exposed in their lawful pursuits. It issues policies for the year or month, which are written without delay by any authorized agent. It insures men of all occupations and professions, between the ages of eighteen and sixty-five, at premiums which are graduated by the occupation and exposure. The rates are low, varying from \$5 to \$10 a year for

each \$1,000 insured, (for occupations not classed as hazardous) covering both fatal and non-fatal disabling injuries.

The Travellers invites attention to the very large number of losses actually paid, (21,500) to the large amount disbursed in cash benefits to its policy holders, (over \$2,000,000), averaging *seven hundred dollars a day* for every working day since the company began business, and especially to the small cost in proportion to the possible benefits.

The head office for the Dominion is in Montreal under the management of Messrs. Foster, Wells & Shackell.

#### FIRE RECORD.

Amprior, Oct. 23rd.—The Ottawa store contents damaged by fire and water; insured.

Alma, Ont., Oct. 28th.—Ledingham & Milne's cabinet shop was destroyed by fire; together with a quantity of tools and ready-made work. Origin of fire unknown. Loss about \$1,000; no insurance.

Elora, Oct. 29th.—Dwelling of John Bain slightly damaged by fire. Cause, child playing with matches.

Palmerston, Ont., Oct. 29th. The inquest as to cause of fire at Commercial hotel casts suspicion on the inmates. Brooks had applied for insurance a few days before the fire, but was refused.

Stanstead Plain, Que., Oct. 29th.—J. B. Daly's store, with buildings attached, was destroyed by fire, a portion of the dry goods saved. Insured for \$7,500.

St. John's, Oct. 30th.—James Reid's mill was destroyed by fire. Of 600,000 feet of merchantable deals in proximity to the burning mill, about two-thirds were saved. Loss about \$2,000; no insurance. Supposed to be the work of an incendiary.

The loss by fire at DeWolf and Tupper's bark extract mills, near Windsor, is estimated at \$10,000. No insurance. Besides the fire there were 250 cords of bark burned.

Ottawa, Nov. 2nd.—Small frame building on Queen street damaged to the amount of \$300. Set on fire. Owner absent.

Lynedoch, Ont., Nov. 3rd.—Dwelling of J. J. Reid entirely consumed, with portion of contents.

Granby, Que., Nov. 4th.—A building belonging to C. T. Miner was destroyed by fire, cause unknown. Loss about \$4,000, partially insured.

Cow Bay, Cape Breton, Nov. 4th.—A Forge owned by Mr. Inman, and occupied by Mr. Spencer, was destroyed by fire. Supposed to be the work of an incendiary; no insurance.

Rawdon, Que., Nov. 5th.—Holden Reed's barn, with contents, was destroyed by fire. Loss over \$1,000; insured for \$600.

Toronto, Nov. 5th.—The door, sash and box factory of Robison & McDonald, was destroyed by fire. Cause unknown. Loss \$17,000; insurance \$3,400.—\$1,400 in the Provincial, \$1,900 in the Gore District, and \$1,000 in the Canadian.

St. Casimir, Que., Nov. 5th.—Joseph Bassiere's barn and stables, with hay and grain, were destroyed by fire, together with three horses and nine milch cows. Supposed to have been the work of an incendiary.

Belleville, Ont., Nov. 7th.—Jno. Hamilton's barns and sheds, with their contents, were destroyed by fire. Loss about \$2,000; insured for \$1,000.

Cobourg, Nov. 7th.—Three buildings, occupied by Capt. Culbert and others, were destroyed by

fire. Cause unknown; insurance on one for \$400.

Montreal, Nov. 7th.—A house occupied by a French-Canadian family, with outbuildings, destroyed by fire. Loss \$1,000; no insurance.

Yarmouth, Ont., Nov. 7th.—W. H. Moody's barn, with contents, totally destroyed by fire. Supposed to be the work of an incendiary; no insurance.

P. E. Island, Nov. 7th.—The premises of J. C. Pope, at Cascumpec Point, were destroyed by fire, also the greater part of the rigging of a new barque of about 800 tons. Origin of fire unknown; insurance trifling.

St. Catharines, Nov. 8th.—The machine shop attached to the spoke factory of Cairns, Hunt & Co. was destroyed by fire, together with its contents. Loss about \$30,000; insurance \$20,000, divided among the following companies: Royal Canadian, Canada Mutual, Niagara District, Aetna, British American and Provincial.

Montreal, Nov. 10th.—An unoccupied two storey frame building, situated at the gates of Decker Park, totally destroyed. Owned by L. W. Decker. Loss \$2,900.

#### Correspondence.

[Correspondence containing information of interest to the business community is desired; but as our space is limited, facts briefly stated are all we can insert, and for such we shall be thankful. It must not be inferred, however, that we endorse the opinions of correspondents any more than we do all the opinions contained in the extracts we make from the leading papers of the day. It mistakes occur, we wish it to be understood that our columns are always freely opened for corrections.]

NEW ORLEANS, November 8th, 1875.

Editor *Journal of Commerce*.

Sm.—Everything here is so entirely different from what one is accustomed to see in Canada at this season of the year, that a visit to the Sunny South produces a succession of agreeable surprises and pleasant sensations, almost akin to what you might expect to experience if translated to another and happier sphere. Were it not for the occasional unpleasant attendants of yellow fever, and the equally obnoxious reminder you receive in the city railway cars, on account of the *peculiarly* mixed, or, perhaps, I should say, too much mixed state of car society, that you are compelled to accept, owing to the wonderful amendment to the constitution of the United States, you might readily imagine yourself in a terrestrial paradise, as you pass grove after grove of orange trees with their ripening golden fruit, tempting you to break one or two of the commandments, or as you stop to admire princely residences, with well kept lawns and croquet grounds, bordered by the loveliest flowers all in full bloom, with here and there a magnolia tree from twenty to thirty feet high, covered with its beautiful pink clusters, whilst the surrounding atmosphere is charged with the most exquisite perfumes from sweet-scented olives and numbers of aromatic plants making you feel as though you would like to remain and inhale their fragrance forever, charmed with so delightful a spot, where numberless beautiful little humming birds of brightest feather have taken up their permanent abode and pipe forth their cheery notes, reminding you of everlasting summer. But you are not permitted to remain long under the delusion, that you have stumbled upon the veritable Eden where old Adam emigrated from so many years ago, as the presence of the irrepressible and perspiring negro makes itself felt in a peculiar manner, and you are disposed to "move on," convinced that there is light and shade in every picture. Fruits that are only known in Canada through the medium of the grocer come to the greatest perfection here in the open air, bananas, pomegranates and figs are to be found in any well stocked garden, whilst the earth seems to produce almost spontaneously what is pleasant to

the eye and what is necessary for the support of life.

The city railways cars are managed somewhat similar to those of western cities and entirely different from our own City Passenger Railway. There are no conductors, and only one driver to each car, who is supplied with a limited amount of change for the convenience of passengers who may not have the exact fare and who communicate with the driver through a small square aperture in the front door, receiving the exact amount for the scrip or bill they may give him. A fare box is securely fastened in the corner of the car, and the passengers are required to put their fare in the box on entering the car. The drivers are only permitted to give change when necessary; they are not allowed to collect fares under any circumstance, a standing reward of one hundred dollars being offered for sufficient evidence to secure the conviction of any driver disregarding this rule. When a passenger wishes to leave the car he rings once if desirous of stopping at first crossing, and twice if an immediate stoppage of the car is required. Many of the lines in the city use a single mule instead of horses to each car. In some cases small dummy engines, that answer the purpose admirably, are used, whilst a greater speed is obtained than could be expected from mules or horses. The driver has complete command over the engine, and can stop the car as quickly as if these animals were employed. Before the late war separate cars were set apart for the coloured people, but now there is no distinction or classification permitted.

In draining surface drains are used almost exclusively, the main sewers even being quite open and sluggishly flowing like large dirty looking creeks through the centre of the city. In the more densely populated quarters an unpleasant odour is often noticeable, and notwithstanding the fact that the drains or gutters are flushed regularly it is not entirely eradicated. Trade here is as dull as at any other part of the South, and wholesale houses generally are not very sanguine of making any profit on the business of the year. Many of them will consider they have done remarkably well if they clear expenses. The throngs of shoppers and others on Canal street, the Broadway of New Orleans, would give one the impression that retailers enjoy a fair share of patronage, whilst the levees present as busy an aspect as one can expect to witness, where hundreds of negroes are working (as though it was their last chance) rapidly unloading numberless bales of cotton from the steamers, enabling them to start on the return trip in a few hours. Dock hands engaged in this work receive about thirty cents an hour, and the money is fully earned, as a gang of them will unload the largest vessel in about four hours. Every effort is being made to deepen or remove the sand bar near the mouth of the Mississippi to enable the largest sea going vessels to make the port of New Orleans. At present it is almost impossible to bring up a vessel drawing more than nineteen feet of water. It is proposed to make a channel of a depth of twenty-five feet, and the engineer will probably succeed in his undertaking, but whether or not the channel can be kept clear after it is made remains to be seen.

Next to cotton the great product of the South is sugar. It is probably of even greater importance than cotton in Louisiana, and anything affecting this product, or any improvement in the mode of extracting the saccharine matter from the cane, thereby increasing the return to the planter from a given quantity of cane, naturally creates a good deal of interest and is worthy of more than a passing notice. It is called the diffusion process, and is thus described by the Secretary, Dr. Otto Kratz: "It is based upon the physical principle of Exos and Endosmosis or Osmosis. It is also known under the name of Dialysis or Diffusion, and differs from 'Maceration' in this particular that it is applied and based upon the closed cell, whilst 'Maceration' is based upon the opened or crushed and lacerated cell. It is entirely different also from Infusion or Displacement in the ordinary sense



of the druggist. This explanation is necessary to a full understanding of the invention in all its details and bearings. Suppose you take a cylinder closed on each end and divided in the middle, air-tight, by a membrane, say a piece of bladder. The lower compartment contains say one pound of sugar dissolved in three pounds of water. The upper compartment contains three pounds of pure water. Then according to the principle of osmosis or diffusion the following process will take place. The sugar in the lower compartment will continually ascend through the membrane into the upper compartment, and the same quantity of pure water will descend into the lower compartment notwithstanding the specific gravities of the two liquids being against it. This process will continue until the upper compartment contains one half a pound of sugar and the lower, of course, the same quantity. The experiment is simple, and is the whole basis of the diffusion process as applied to the extraction of sugar from the cane.

Take one thousand pounds of cane, cut into thin slices and place them in a vessel in contact with one thousand pounds of water, and say these one thousand pounds of cane slices contain one hundred pounds of sugar, then, according to the principle of osmosis, the sugar being all in cells surrounded by membranes, one half of all the sugar in the cells, fifty pounds, will, after a certain time have left them and be replaced in the cells by water. The water surrounding the cane slices will now contain fifty pounds of sugar and the slices themselves fifty pounds. Now run these thousand pounds of water, holding fifty pounds of sugar in solution into another vessel, containing the same quantity of new cane slices (1000 lbs.) with the same amount of sugar (100 lbs.) and the surrounding fluid will take from the slices twenty-five pounds of sugar, leaving seventy-five in the second lot of cane slices and having itself in solution the same quantity, seventy-five pounds. In the third vessel the half of twenty-five will be taken, in the fourth the half of twelve and one-half, and in the fifth the half of six and one quarter or, in other words, in the fifth vessel the thousand pounds of water would contain one hundred pounds of sugar in solution, less three  $\frac{125}{1000}$  or ninety-six  $\frac{875}{1000}$  pounds of sugar. If you carry the process one vessel farther you will gain only the half of this three and odd per cent.; but, however far you may carry it, you will always be, if even an infinitesimal fraction, behind the whole quantity of sugar contained in the cane. If, for instance, the juice in the cane weighs 8° Beaumé, diffusion will be able to come within a fraction of this weight, but never to the same density. Hence, the greater amount of water to be evaporated for the same amount of sugar. Practical working has shown this to be from fifteen to twenty per cent.

We have thus followed the juice from the first to the sixth vessel, let us now see what becomes of the cane slices in these vessels. Number one we left with a thousand pounds of cane and fifty pounds of sugar in its cells. One thousand pounds of pure water brought into this vessel will extract from it twenty-five pounds of sugar, leaving the same amount in the cane slices. These thousand pounds of water containing twenty-five pounds of sugar are run into vessel number two, which, as will be remembered, contains seventy-five pounds of sugar in the cells of its cane slices. From this vessel it will therefore take twenty-five pounds of sugar, again leaving in it fifty pounds of sugar and containing fifty pounds itself. Carried into number three it will take the half of thirty-seven and one-half, that is eighteen pounds and three quarters. Transferred to number four the thousand pounds of juice now containing sixty-eight and three quarters pounds of sugar will take twelve and one half pound, leaving the cane slices in this vessel eighty-one and one quarter pounds. In number five the half of the difference between ninety-six  $\frac{875}{1000}$  and eighty-one and one quarter which is seven  $\frac{81}{100}$  pounds, added to its pre-

vious contents gives eighty-nine pounds of sugar. This is then carried into number six which contains fresh cane slices with one hundred pounds of sugar in the cells. From number six the juice is again thick-juice and contains ninety-four and a half pounds of sugar. In number seven this is brought to ninety-seven and a quarter pounds, leaving only two pounds and three quarters to be added to make it one hundred. We now return to vessel number one, which we left with twenty-five pounds and go on through the same rotation. It is obvious that after passing one thousand pounds of water seven times through number one, it must be entirely exhausted of its saccharine contents, and the cane slices can be thrown out without material loss. The vessel is then opened at the bottom and number two becomes number one. After the next charge number two is exhausted and discharged and number three becomes number one and so on. One vessel is always filled with fresh cane slices while another is discharged. This process goes on continually, seven vessels being always full, while three are empty, there being ten vessels in a battery, in order to have always three for cleaning purposes and in case of an accident to any one of the ten. A whole run was made with nine vessels, last season, on account of one vessel having become deranged. It is necessary to be thus tediously explicit in explaining the working of the principle of diffusion to enable the general reader to grasp it thoroughly. As this letter covers much more space than was originally contemplated I shall reserve the practical working of the system and its value, as demonstrated by comparative tests with the old system of extracting the saccharine matter, for my next communication.

M.

## Commercial.

## MONTREAL GENERAL MARKETS.

MONTREAL, Nov. 11th, 1875.

The condition of trade during the past week has not shown much improvement. Orders from travellers and by letter are not as heavy as might be expected, but remittances are fairly good and almost up to the anticipations of leading houses. There is a growing feeling among prominent firms that the time at which goods are sold should be reduced to 4 months, and one or two heavy importers express a determination not to sell for longer periods after the 1st of January. This is a consummation devoutly to be wished, but as long as some leading merchants refuse to join in such a movement, it will be impossible to affect much good. There is an understood obligation among some few prominent houses now, that they will not sell except at four months, but the process of dating ahead is still resorted to by some of them, where the customer insists on it. However this is much better than dating ahead at six months, which has been the practice with many. A house which failed here this summer exhibited an enormous quantity of accounts at twenty-one months! Country merchants should inform their customers that those who still refuse to market their produce are pursuing a suicidal policy, the tendency of the market being anything but upwards, as may be seen from our flour and grain reports. An evidence of this may be seen in the condition of the cheese market also, in which almost any price is gladly taken now for old makes. It is to be hoped that the country dealer will impress upon the farmer the advisability of relieving the country by selling his produce and paying up his long standing accounts; and country storekeepers themselves should prepare for a return to shorter date paper and the consequent sounder commercial condition.

ASRES.—Receipts have been moderate and demand for shipments good. Sales amount to about 300 brls., chiefly First sort, at \$4.75 to 4.82½ in shipping lots, according to tares, and 4.72½ to 4.80 from first hand; Seconds have

sold freely at \$3.80 to 3.85; and Thirds at \$2.90 to 3.00. There being no more freight to be had by river, prices close easier \$1.70 to 4.75 being the highest now offered for Firsts. Pearls are quiet. A large sale reported at considerably under \$5.00 for First sort. Seconds are purely nominal. Receipts to date are 14,153 brls. Pots, 2,333 brls. Pearls. The deliveries 13,113 barrels Pots, 2,229 barrels Pearls, and the stock in store at six p.m. of 11th November, 1431 brls. Pots and 997 brls. Pearls.

BOOTS AND SHOES.—A moderate sorting up trade is being done in this line, but retailers are buying cautiously and in small parcels. Prices are without change as follows:—Men's kip boots, \$2.75 to \$3.00; ditto French calf, \$3.00 to \$3.75; ditto bull congress, \$2.00 to 2.50; do. split brogans, \$1.10 to 1.25; ditto kip brogans, \$1.30 to \$1.50; boys' stoga boots, \$1.25 to \$1.90; ditto buff and pebbled congress, \$1.40 to \$1.50; women's buff and pebbled balmorals, \$1.30 to \$1.75; ditto prunella balmorals, 75c. to \$1.75; ditto congress, 75c. to \$1.75; misses buff and pebbled balmorals, \$1.00 to \$1.25; ditto prunella balmorals and congress, 70c. to \$1.25; children's ditto ditto, 50c. to 75c.; turned cacks, 25c. to 50c.

CATTLE.—There were 16 car loads on St. Gabriel Market on Monday, as against 18 last week, and 22 the week before, and to-day about 18 car loads were offered for sale. Prices continue almost unchanged, but the demand for first-class cattle is a brisk one, while of those offered on the markets, the majority have been inferior in quality. Several extra good steers were sold on Monday at \$50 to \$54 each, and some of an inferior quality fetched \$45. A car load averaging about 137 lbs sold at \$4.25 per 100 lbs live weight, and 20 head averaging 903 were placed at \$3.00 do. Some sheep and lambs were offered at Viger Market, on Tuesday at \$2 each without finding a purchaser, but on St. Gabriel there were none offered. The highest price paid for Cattle to-day was \$4.50 per 100 lbs, and prices ranged from that figure down to \$3.00 do. Prices for good cattle and sheep may be said to be about the same as last week. Cattle \$3 to \$4.60, according to quality. Sheep Good quality, \$5.00 to 6.00 each. Lambs—good, \$2.00 to 3.00; extra do, \$1 each. Sheep and lambs from \$3.50 to 5.00 each. Milch cows, in fair demand, worth \$40 and \$60 each for good; middling, \$20 to \$30. Working oxen by the yoke, \$90 to \$120. Hogs are in fair supply and have declined in price, they may now be quoted at \$6.50 to \$7.00 per 100 lbs live weight.

DRUGS AND CHEMICALS.—Business during the past week has been rather quiet without particular change in price except in Bleaching Powder which is rather firmer, and may be quoted at 2½c. to 2½c. We quote: Soda Ash at \$1.90 to \$2.25; Sul Soda, \$1.50 to 1.75, according to quantity; Soda Bicarb, \$4 to 4.25; Caustic Soda, 3½c. to 3½c.; Alum, 2 to 2½. Extract Log-wood continues scarce and firm at 12c. to 12½c. for bulk, and for packages in proportion.

Dry Goods.—Very little doing in this line of business during the past week. A few buyers who always visit this market late, have done a little sorting up. Traveller's orders have been, more in number, and they speak much more cheerfully as to prospects. Money, we hear, continues to come in well up to expectations. Stocks in all departments are reported still well assorted.

FISH.—Large sales of Labrador herrings have been made. All cargoes are now in, and stocks are being fast reduced. If the present demand continues there must be a considerable advance in prices, especially as some houses are now storing them. We quote \$4.50 to \$4.75 in quantities. Dry Cod is still very scarce and wanted; cwt. \$5.25 to 5.29; hrl. No. 1, \$5.75, No. 2, \$4.75; Hlids., No. 1, \$7.60; No. 2, \$6.65. Mackerel steady at d in fair demand, No. 1, \$8.75; No. 2, \$7.75; No. 3, \$6.75. Canned goods nominal. Salmon in good supply and steady. No. 1 \$15. No. 2, \$14; No. 3 \$13. White fish quiet \$4.50 for round lots; Trout \$4.25 for round lots.



**FLOUR.**—There has been an active market during the last few days, and a large business done for shipment to Quebec and the Lower Provinces, with some small sales of Superior Extra for the English market. Spring Extra has declined 10c. to 12c. during the week, and Superior Extra 20 to 25. The market closes at the following quotations:—Superior Extra, \$5.10 to 5.20; Extra, \$5 to 5.05; Fancy \$4.90 to 4.95; Spring Extra, \$4.80 to 4.85; Superfine, \$4.60 to 4.65; Fine \$4.20 to 4.30; City bags, \$2.55.

**FURS & SKINS.**—No change since our last review. We quote: Beaver, \$2.00 to 2.25; Prime Black Bear, \$6 to \$12.00 according to size; Fisher, \$5.00 to \$7.50; Silver Fox, \$25 to \$60; Cross Fox, \$2.00 to \$5.00; Red Fox, \$1.25 to \$1.50; Lynx, \$1.50 to \$1.75; dark Labrador Martin, \$7 to \$8; pale Martin, \$1.50 to \$2.00; prime dark Mink, \$3.00 to \$3.50; fine dark Otter, \$8 to \$10; Fall Muskrat, 12c. to 14c.; Winter do, 18 to 20c.; Spring do, 25c.; Raccoon, 25c. to 60c.; Skunk, 20c. to 50c.

**GRAIN.**—Business has been confined to a few car loads to complete bins and cargoes of vessels now loading. In the absence of transactions we repeat last week's quotations as follows:—Golden Drop Wheat, \$1.14 to 0.00; Milwaukee, \$1.12 to 1.15; Treadwell, \$1.14 to 1.15; Canada Spring, \$1.15 to 1.16; Chicago, \$1.12; Red Winter, \$1.05; Oats, 36c. to 35c.; Barley, No. 1, 85c. to 90c.; Barley No. 2, 65c. to 70c.; Peas, 85c. to 87c.; Oatmeal, \$5 to 2.25.

**GROCCERIES.**—S.S. Colombo expected in port this afternoon with Valencia Raisins. Some round lots by her sold a little below current quotations. 74 to 75c. are present figures, of course small lots a little higher. In Malaga fruits a fair business doing at about previous prices. Currants firm at all points. Teas quiet with only moderate business to report. China advices note a falling off in estimated crop made by natives equal to about 20 per cent. Sugar steady for all kinds.

**HARDWARE.**—We have nothing new to note market being entirely without change. We quote: Pig Iron, Eglington & Glyde, per ton of 2240 lbs., Cambree, \$21.50 to 22.00; Summerlee & Calder, \$23 to 23.50; Langloan & Gartscherie, \$23 to 23.50; American, \$26 to 28; Hematite, \$30 to \$1. *Burr*, per 100 lbs.—Scotch and Staffordshire, \$2.30 to 2.50; best do., \$2.55 to 2.75; Swedes & Norway, \$5 to 5.50; Lowmoor and Bowling, \$6.50 to 7. *Canada Plates*, per Box—Swansen, \$4.00 to 4.70, or Pem., \$4.00 to 4.70; Arrow, \$4.75 to 5.00; Batten, \$4.25 to \$1.50. *Tin Plates*, per box.—Charcoal IC., \$8.50 to 0.00; ditto IX, \$10.50 to 11.00; ditto DC., \$7.75 to 8.25; Coke IC., \$7.25 to 7.50; 14 x 20, 25c. extra. *Tinned Sheets*—Charcoal best No. 25, 14c. *Galvanized Sheets*—best brands No. 28, 9c. to 9½c. *Hoops and Bands* per 100 lbs., \$3 to 3.25. *Sheets*, best brands, \$3.50 to 3.75. *Boiler Plates*, ordinary brands, \$3.25 to 3.50; *Russian Sheet Iron* per lb. 16c. to 17c.; *Cut Nails* 2d Lath, \$1.75; ditto, 2½ d to 4d; shingle \$3.95; ditto, 5d to 10d, \$3.45, ditto 12d and larger \$3.15; 100 keg lots, 5 per cent. discount. *Cut nails* patent Chisel-pointed 25c. extra. *Pressed Spikes* \$1.25 to 5; *Shot* Canadian \$7 to 7.25. *Lead*—per 100 lbs. Pig, \$6 50; do sheets \$6 50; do Bar, \$6 50. *Steel*, cast—per lb. 13c to 14c. *Spring* per 100 lbs. \$5.00 to 5.60; *Sleigh Shoe* \$3.75 to 4.00; *Tire* ditto, \$4.25 to 4.50. *Iron Tin*, 24c. to 25c.; *Ingot Copper*, 23c. to 24c. *Horse Shoes* per 100 lbs., \$5 to 5.25. *Proceed Coil Chain* 3in., \$6.00 to 6.50; *Anchor*, 7c. to 8c.; *Anvils* 10 to 12c. *Iron Wire*, per bill, \$2.50 to 2.60; *Window Glass*, 25 up to united inches, \$2.20 to 2.30; up to 40 inches \$2.40 to \$2.50; up to 50 inches, \$2.80 to \$2.90.

**HIDES.**—Are coming into the market freely and the demand is comparatively small. No. 1 Inspected \$9.00, No. 2, \$5.00, and No. 3, \$4.00. Sheep Pelts from 80c. to \$1.00; *Calf Skins*, 10c. per lb. Tallow, rough, 4½c. to 5½c. per lb, rendered 7½c. to 8c., but for a small lot, 8½c. has been paid.

**LEATHER.**—Business still continues dull, and there is no disposition on the part of manufac-

turers to lay in stock. All descriptions of leather are plentiful, harness especially so; a fair demand for sole continues. There is considerable damaged pebble and buff in the Lands of dealers which must be sold at a song, or sent back to the tanners to be refinished. The failed firm of M. H. Seymour & Son are likely to effect a compromise with their creditors at 33½c. on the dollar, which if agreed to will not help prices. Splits and domestic calf are selling fairly at quotations, although prices incline to buyers' favor. There is a trifle more movement in Buffalo, and first quality polished stock moves in small lots where a poorer article will not.

**Liquors.**—There has been some little impetus given to this trade during the last week owing to some shipments which have been made prior to close of navigation, but the general trade for the city and district is dull and quiet, and as Navigation will soon close there is little hope of any considerable improvement at present. No change in prices with a limited demand. We quote *Brandies*: Martell's & Hennessy's, \$2 60 to 2.75; Otard, Dupuy & Co., 2.30 to 2.40; Pinet, Castillon & Co., 2.20 to 2.30; Vine Growers' Co., 2.20 to 2.30; Duclary, Bellemey & Co., 2.20 to 2.30; Jules Robin's, 2.20 to 2.30; J. Denis, H. Mounie & Co., 2.20 to 2.30, in cases; per doz., 6.00 to 6.00; Jamaica Rum, 16 o. p., per gal. 2.25 to 2.40; Holland's Gin, 1.57½ to 1.65; Green Gin, 3.75 to 4.00. Red Gin, 7.55 to 7.69; Alceho, 5) o. p., 57c per Im. gal.; 65 o. p., 62½c. per Im. gal.; Rye Whiskey, 31c. per Im. gal. in bond; Eng. Ale, per doz., 2.50 to 2.70; Eng. Porter, 2.50 to 2.70; Dublin Porter, quarts, 2.50 to 2.70; pints, 1.50 to 1.70; Montreal East India quarts, 1.15 to 1.24; Montreal East India pints, 70c. to 75c.

**LUMBER.**—There is nothing new to report in this line. English advices continue to report a much better feeling there in pine deals, and prices keep improving. In Quebec, Oak timber has taken a start, but as yet there is nothing doing in other classes, and no new transactions are expected till the end of the year. Buyers here are afraid to purchase as yet, although they are aware that there will be a considerable advance in prices as soon as navigation is re-opened. The receipts of lumber here are calculated to be 150 million feet. It appears from the St. John, N.B. papers, that the Lumbermen of that Province, not content with having recklessly and unprofitably slaughtered away its pine, are making as rapid strides as it is possible to make in reaching the end of their Spruce. They keep both the British and American markets constantly gutted, receiving not more for it in its manufactured state than it should be worth standing in the forest. As the *Daily Telegraph* remarks, they seem to have an antipathy to standing timber—every effort being made to sweep it away as if it was some noxious thing which the whole country was deeply interested to root out of existence as rapidly as possible:—Prices at Quebec: Pine deals, 1st quality, \$90 per Quebec standard; 2nd do, \$50 do; 3rd do, \$28 Spruce deals, 1st quality, \$34.00 do; 2nd do, \$24 do; 3rd do, \$16 do with little demand. Prices at Montreal Shipping cuts, \$3 per m feet; Spruce Sidings, \$8 do. *Pine*—Common boards and scantling, \$10 to \$16 per m; Clear lumber, \$30 to \$45; 1st quality lumber, \$30 to \$35; Third-class, three inch deals, \$30 to \$36 per m, surface measure; *Cull deals*, \$18 to \$24 do.; do. dressed, \$35 to \$40 do.; 2 by 1 inch furrings, \$4 per 100 pieces; Laths, \$1.30 to 1.50 per m; Spruce lumber, \$10 to \$12 per m feet; Spruce deals, \$24 per m feet, surface measure; Hemlock lumber, \$9 to \$11 per m feet; long pine lumber, for building purposes, \$18 to \$34, according to length and size; long hemlock lumber is \$3 less per m feet than pine. Dressed lumber—1 inch boards, \$18 to \$20 per m feet; do. 1½ inch roofing, \$20 do.; do. 1½ inch flooring, \$20 to \$24 do.; do. 1½ inch flooring, \$2 to \$30 do.; do. 2 inch flooring, \$23 to \$34 do.

**Ons.**—Are without any part cular change to note with the exception of a little more firmness in Steam Refined, the last shipment of which to this port for the season is just in. The greater

part of the cargo was to fill orders, and a small quantity unsold at the date of shipment has since been taken up at a higher figure, the rate not transpiring. The demand for all kinds of Oils is light, most country buyers having now laid in their winter stocks.

**Naval Stores.**—Argentine and other Naval Stores are nominal at last week's quotations, with light demand. Rosins may be bought at from \$2.75 to \$3.50, according to quality. Tar and Pitch without change, and demand light.

**Paints.**—Are also without change and quiet. **SALT.**—An improvement in prices is looked for, though the demand is not at all brisk. We quote: Liverpool coarse, 60c.; fine, 80c.; factory filled, \$1.25 to \$1.35.

**Provisions.**—*Butter.* The market for fine Townships during the past week has been rather quieter but prices are unchanged; there have been no sales for export, to note, and only a light demand for our city jobbing trade and stocks of all kinds are accumulating; Townships 21c. to 25c.; Brockville and Morrisburg 21c. to 22c. There is a large stock of Western on the market with no buyers, prices may nominally be quoted at 15c. to 20c. *Cheese* is in good demand for late fall make at old quotations. Large shipments have been made during the last week to Europe, at first class prices, 10c. to 11½c. There is a large supply of early made cheese on the market, freely selling at 6c. to 7c. and a sale of 700 boxes has been made as low as 5½c. *Lard* is scarce and much wanted, hardly any being in the market at present, tierces 15c.; pails 15½c. *Pork* continues in rather less demand owing to the depression in Lumber trade, but prices are maintained. New Mess (inspected) \$23.75 to \$24.50. Thin mess a little lower at \$21.50 to \$22. *Beef* remains in moderate request at old prices, \$15.50 to \$16.00.

*Eggs* are very scarce and prices have advanced considerably. Large shipments have been made during the week; we quote 21c to 22c. *Tallow* the demand is extremely small, the season being over; prices show no change however, 7c to 8c. *Hops* sell freely at 10c., but holders are firm in their views and decline to sell under 11c to 12c.

*Dressed Hogs.*—Receipts during the last few days have been large, and prices have declined owing to the mild weather, which forced holders to sell at lower rates, prices to-day are \$3 to 3.50 with a downward tendency.

**Poultry.**—The season is now opening for poultry, and during the past week there have been a few arrivals which met with a ready sale when in good condition. Turkeys 7c to 9c per lb.; Geese 6c to 7c do; Chickens 7c to 9c do; Ducks 9c to 10c. Partridges are well supplied and a drug on the market; sales have been made at 25c to 40c a brace.

**SEEDS.**—Very little doing in seeds; no change in prices to note: White Beans, \$1.20 per bush; Timothy \$2.60; Clover, 10c. per lb.

**Wool.**—Some little improvement in demand for Canadian Wool suitable for Canadian consumption has taken place within the past week, as some of the mills have resumed work. Prices cannot advance, as manufacturers state they are too high still, and as the season advances into winter, the wool staple grows too long for use in Canada, and the great bulk of the production has been bought year after year by the United States mills, for worsted goods. A late ruling of the U. S. Treasury Department, which has roused into rebellion all the woolen interests of the United States, decides that all wools imported, known as washed wools, will be subject to double the present duty, viz., that which varies from 13c. to 15c per lb. If this ruling is maintained, ordering such wools to pay a duty of 26c. to 30c. per lb., it will virtually prohibit our wools from entering the United States, and compel us to find another market for this class of wool. Prices remain as follows:—Fleece, 30c. to 35c.; pulled super, 30c. to 35c.; do. medium, 28c. to 32c.; do. No. 1 quality, 26c. to 28c.; do. black, 26c. to 32c.

BY TELEGRAPH TO THE JOURNAL OF COMMERCE via DOMINION LINE.

Toronto, Nov. 11.—Market quiet. Small sales of Barley at 70 for No. 2, and 60 for No. 3, f.o.b. Wheat nominally unchanged. Flour offering at \$4.80 for Extra and \$4.60 for Fancy, and \$4.50 for Spring Extra without buyers, but Superior Extra wanted at \$5.00 on street. Fall sold at \$1.05 to 1.06; Spring \$1.02. Peas at 70c. to 72c., and 5,000 bush Barley 60c. to 90c.

EXPORTS.

Comparative statement of Exports at the Port of Montreal to Great Britain, Ireland, Halifax, Pictou, St. John, Prince Edward's Island, St. John's, N. F., Marseilles, Havana, Boston, Montevideo, Buenos Ayres, Australia, &c., 1 Jan. to 11 Nov., inclusive.

	1874.	1875.
Ashes.....	14,714	14,493
Bacon.....	27,769	13,971
Barley.....	1,511	—
Butter.....	87,397	132,234
Cheese.....	359,796	476,203
Corn.....	2,608,731	1,664,665
Flour.....	518,352	393,243
Lard.....	48,394	19,444
Oats.....	104,824	—
Peas.....	1,652,012	1,531,013
Pork.....	9,330	6,518
Wheat.....	7,433,877	6,922,614

REMARKS.

Ashes.—Decrease compared with last year 221 brls. Exports for the week, 622 brls. Pot, 32 Pearl.  
 Bacon.—Decrease, 13,795 bxs. Exports for the week, 243 boxes.  
 Barley.—Decrease, 210 bush. receipts  
 Butter.—Increase in exports, 44,837 tubs. Exports for the week, 18,060 tubs.  
 Cheese.—Increase in exports, 116,407 boxes. Exports for the week, 12,455 boxes.  
 Corn.—Decrease in exports, 944,066 bus. Exports for the week, 8,800.  
 Flour.—Decrease in exports, 125,109 brls. Exports for the week, 25,032 brls.  
 Lard.—Decrease, 28,952 brls. Exports, 200 brls.  
 Oats.—Increase in exports, 67,924 bush. Exports for the week, —.  
 Pork.—Decrease in exports, 2,812 brls. Exports for the week, 111 brls.  
 Peas.—Decrease in exports, 120,999 bush. Exports for the week, 107,633 bush.  
 Wheat.—Decrease in exports, 511,263 bushels. Exports for the week, 120,921 bush.

IMPORTS.

Comparative statement of Imports at the Port of Montreal from 1st Jan. to 11th November in each year, inclusive.

	1874.	1875.
Ashes.....	15,005	16,465
Bacon.....	5,302	29
Barley.....	54,604	100,910
Butter.....	85,075	127,423
Cheese.....	360,341	504,240
Flour.....	936,463	919,022
Indian Corn.....	2,507,523	1,721,430
Lard.....	27,935	315
Oats.....	177,874	159,034
Peas.....	899,516	927,693
Pork.....	21,832	20,782
Wheat.....	7,627,403	7,791,719

REMARKS.

Ashes.—Increase compared with last year 1,460 brls. Receipts for the week, 284 brls. Pot, 125 brls. Pearl.  
 Bacon.—Decrease in receipts, 5,273 boxes. Receipts for the week, —.  
 Barley.—Increase in receipts, 46,336 bush. Receipts for the week, 11,300 bush.  
 Butter.—Increase in receipts, 42,348 tubs. Receipts for the week, 8,113 brls.  
 Cheese.—Increase in receipts, 143,899 boxes. Receipts for the week, 12,663 boxes.

Flour.—Decrease in receipts, 17,441 brls. Receipts for the week, 37,666 brls.  
 Indian Corn.—Decrease in receipts, 786,093 bush. Receipts for the week, —.  
 Lard.—Decrease in receipts, 27,620 brls. Receipts for the week, — brls.  
 Oats.—Decrease in receipts, 18,840 bush. Receipts for the week, 7,510 bush.  
 Peas.—Increase in receipts, 28,182 bush. Receipts for the week, 7,094 bush.  
 Pork.—Decrease in receipts, 1,050 brls. Receipts for the week, 190 brls.  
 Wheat.—Increase in receipts, 164,316 bush. Receipts for the week, 101,080 bush.

SHIPPING INTELLIGENCE.

Per S.S. Scythia.

(From the London Shipping and Mercantile Gazette, of the 22nd and 23rd Oct.)

Entered out for Quebec.—Ornen, Kong, London, Oct. 23. For Three Rivers.—Prince Oscar, Svendsen, London, Oct. 23. For Montreal.—Severn (s), Robson, London, Oct. 23. For the Saguenay.—Alice, Grain, London, Oct. 23. Arrived from Paspébiac.—Diton, Le Marquand, Bari, Oct. 19. From Montreal.—Gilsland, —, Gravesend, Oct. 22. Lake Champlain (s), Bernson, Liverpool, Oct. 22. Constantin, —, Dublin, Oct. 22.

Per S.S. Scandinavian.

(From the London Shipping and Mercantile Gazette, from the 25th to the 28th Oct.)

Sailed for Montreal.—Colombo (s), McNabb, Denia, Oct. 18. Gilsland (s), Davison, London, Oct. 25. Arrived from Three Rivers.—Trenton, Folster, London, Oct. 25. From Montreal.—Constantin, —, Dublin, Oct. 23. Spunker, —, Dublin, Oct. 23. William, Decher, Liverpool, Oct. 23. Ceylon, —, Galway, Oct. 25.

"MATANE, 9.30 a.m., Nov. 8, 1875.

To Mr. Wm. TAIT,  
St. Peter street.

Daniel Rankin ashore; likely to be a total loss. See Captain Dick regarding survey.

(Signed,) SOPWITH, Master."

MATANE, 8.30 a.m., Nov. 8, 1875.

To CAPT. DICK, Port Warden.

Daniel Rankin ashore at River Blanche, with ten feet of water in her hold. Captain has ordered survey from Quebec.

(Signed,) A. FRASER."

GULF PORTS STEAMERS.—The S.S. Secret, Capt. Davison, left port at 2.15 p.m. yesterday, with the mails, 10 cabin, 45 steerage passengers, and a general cargo. The Secret is the last mail steamer to the Gulf ports this season.

The S.S. Miranichi, Capt. Raquet, sailed from Pictou at 7 o'clock yesterday morning.

REPORT OF S.S. BEAVER, P. T. LeMaistre, master, from Bay Chaleurs, at this port yesterday: Passed a bark ashore at Matane; also passed a lot of wrecked spars; one ship at anchor at the Brandy Pots, and several bound down. Had light west winds up the river.

Spoken—Rock City, from Montreal for Monte Video 16 days, Sept. 20, lat. 27 22 N., long. 37 25 W.

The Canada Shipping Company's ship "Lake Michigan" arrived at Glasgow, Sunday the 7th inst.

The S.S. Waldensian, from Glasgow, passed Fox River, at 2 o'clock on Wednesday afternoon.

The Cunard steamship Russia, from Liverpool, 30 October, arrived at New York yesterday. Mail due here this forenoon.

The mail for the Allan's S.S. Moravian, for Liverpool, will be closed at the Post office this evening. Newspapers and books 6.30 p.m., letters 7 p.m.

NIAGARA DISTRICT

Mutual Fire Insurance

COMPANY,

ST. CATHERINES, ONT.,

ESTABLISHED 1835.

HASTINGS

Mutual Fire Insurance

COMPANY,

Guarantee Capital, \$100,000.00.

President—MACKENZIE BOWELL, M.P.

Secretary.—JAMES H. PECK, Esq.

A. DE LAET, Manager

for both Companies, for the Province of Quebec.

Offices.—BARRON'S BLOCK, MONTREAL, Chambers 5 and 6, entrance 49 St. John Street.

These Companies beg to solicit attention to their circulars recently issued, by which it will be seen that their system is the cheapest and the most rational of all.

Reliable Agents wanted in every unoccupied point in the Province of Quebec.

DOMINION

Type-Founding Comp'y,

(LIMITED),

CHENNEVILLE Street, MONTREAL.

Manufacturers of the Standard Faces for Newspaper, Book, and Job work:

Dealers in PRESSES and all kinds

OF

PRINTERS' MATERIAL.

The latest improvements are introduced, and the Company invite comparison with any imported type for Accuracy, Durability and Style.

The newest Designs in Job Letter

AT LOWER PRICES

Than Type of Foreign Manufacture.

Agents for the "RELIANCE" Wharfedale Machine and the best English and American Job Presses. Estimates for Newspaper and Job Offices on application.

Liberal Discount for Cash.

The "Dominion Printer," published quarterly by

MONTREAL WHOLESALE PRICES CURRENT.—THURSDAY, NOV. 11th, 1875.

Name of Article.		Wholesale Rates.		Name of Article.		Wholesale Rates.		Name of Article.		Wholesale Rates.		Name of Article.		Wholesale Rates.	
		S	c	S	c			S	c	S	c			S	c
<b>Boots and Shoes:</b>															
Men's Calf Boots.....		3 00	3 75			Iron (at six months):.....						Red Lead.....		0 07	
" Kip Boots.....		2 75	3 00			Pig — Gartscherrie.....		28 00		23 50		Venetian Red, Eng'h.....		0 24	
" Stogas Boots, No. 1.....		2 50				Eglington, No. 1.....		21 50		22 60		Vel. Ochre, French.....		0 24	
" Stogas Boots, No. 2.....		2 25				" Summerled.....		23 00		23 50		Whiting.....		0 75	
" Kuce Boots.....		3 00	3 75			Other brands, No. 1.....		2 20		2 50		Produce.			
" Con. gait. & Bal.....		2 00	2 50			Bar—scotch, pr 100 lbs.....		2 55		2 75		Golden Drop Wheat....		1 14 0 00	
Boys' Kip Boots.....		1 90	2 00			Refined.....		6 00		5 50		Milwaukee.....		1 12 1 15	
" Stoga Boots.....		1 20	1 50			Swedes.....		3 00		3 25		Treadwell.....		1 14 1 15	
" Gaiters & Bals.....		1 30	1 75			Hoops—Coopers.....		4 25		4 50		Canada Spring.....		1 15 1 15	
Woman's bls. & gts. pg. M.S.....		0 90	1 10			Hutton.....		4 75		5 00		Chicago.....		1 12 1 12	
Woman's Boots.....		1 00	1 25			Arrow.....		4 60		4 70		Iled Winter.....		1 05 0 00	
Misses' Bals.....		0 60	0 75			Swansen.....		4 60		4 70		Oats.....		0 35 0 38	
" Batts.....		0 60	0 70			Pen.....		4 60		4 70		Barley, No. 1.....		0 65 0 90	
" Turned Cacks.....		0 25	0 50			Iron Wire (4 mths):.....		2 50		2 60		Barley No. 2.....		0 65 0 70	
						No. 6, per bundle.....		3 20		3 40		Peas..... per 60 lbs.		0 85 0 87	
						" 9, ".....		3 00		3 30		Oatmeal.....		5 00 6 25	
						" 12, ".....						Flour.			
						" 16, ".....						Superior Extras.....		6 30 5 40	
						Tin Plate (4 mths):.....		7 25		7 50		Extras Superfine.....		5 20 5 25	
						1C Coke.....		6 25		6 50		Strong Bakers.....		5 10 5 25	
						1C Charcoal.....		10 25		10 50		Fancy.....		6 05 6 10	
						1X.....		12 25		12 50		Spring Extra.....		4 25 4 30	
						DX.....		7 25		7 50		Superfine.....		4 70 4 80	
						DC.....		7 25		7 50		Fine.....		4 20 4 30	
												Middings.....		8 30 0 00	
												Pollards.....		3 35 3 50	
												U. C. Bags..... per 100 lbs.		2 40 2 45	
												City Bags.....		2 57 2 60	
												Provisions.			
												Butter, Townships, pr lb		0 21 0 22	
												Do Brockville.....		0 21 0 22	
												Do Morrisburg.....		0 21 0 22	
												Do Western.....		0 17 0 20	
												Cheese, fine Sept.....		0 104 0 115	
												Do early made.....		0 06 0 05	
												Pork, mess, new.....		23 75 24 50	
												Do Thin Mess.....		21 60 22 00	
												Bacon, Canada (Green).....		0 12 0 18	
												Hams, smoked.....		0 15 0 17	
												Shoulders, in salt.....		0 09 0 12	
												Eggs.....		0 15 0 15 1/2	
												Lard.....		0 21 0 23	
												Tallow rendered.....		0 07 0 08	
												Beef, prime mess.....		15 50 16 00	
												Hops.....		0 10 0 12	
												Salt.			
												Liverpool, coarse.....		0 60 0 00	
												Pine.....		0 50 0 00	
												Factory Filled.....		1 25 1 85	
												Wines, Liquors, etc.			
												Ale: English, dozen, qts.		2 50 2 70	
												" pts.....		1 70 1 85	
												Brandy: Hennessy.....		2 60 2 75	
												" sy's, per gallon.....		2 60 2 75	
												Martell's.....		2 20 2 70	
												J. Robin & Co. gallon.....		2 20 2 30	
												Hennessy's cases.....		9 00 9 25	
												Buff.....		0 12 0 14	
												Russett's, light.....		0 25 0 35	
												" heavy.....		0 20 0 30	
												Calfskins, green.....		0 10 0 12	
												" cured.....		0 10 0 12	
												Sheepskins.....		0 20 0 25	
												Oils.			
												Cod Oil, Newfoundland.....		0 55 0 60	
												Straits Oil—American.....		0 45 0 60	
												Olive Oil.....		0 97 1 00	
												Straw Seal.....		0 52 0 55	
												S. R. Pale Seal.....		0 62 0 64	
												Pale Seal, ordinary.....		0 55 0 60	
												Lard Oil.....		0 00 0 00	
												Lime-seed raw.....		0 54 0 55	
												" boiled.....		0 00 0 75	
												Craven's Heavy, En. Oil.....		0 01 0 75	
												" Machine Oil.....		0 50 0 65	
												" Arctic brand W.V.....		0 45 0 65	
												Wool Oils.....		0 40 0 65	
												Olive salad.....		1 50 1 90	
												" salad, in bottles.....			
												Spirits Turpentine.....		2 75	
												Whale, refined.....		0 52 0 55	
														0 70 0 75	
												Paints, &c.			
												White Lead, genuine.....		2 50	
												" in Oil, per 25 lbs.....		2 10	
												Do., No. 1.....		1 75	
												" 3.....		1 50	
												White Lead, dry.....		0 07 1	

Retailers will please bear in mind that the above quotations apply only to large lots.

TO THE TRADE.  
GREAT UNRESERVED CLEARING SALE

OF

New Fall and Winter Dry Goods.

The Subscribers will sell the whole of their very extensive Stock of New Fall and Winter Dry Goods, consisting of a Full Assortment in all Departments of over

TWO HUNDRED THOUSAND DOLLARS'

WORTH OF

THIS FALL'S IMPORTATIONS!

IN LOTS TO THE TRADE BY PRIVATE TREATY,

*At Rates Much Below Regular Auction Prices.*

Merchants Requiring Goods to Assort or Renew their Stock will find this a Splendid opportunity to select their Stock where they can see and examine what they purchase.

IN THE STOCK WILL BE FOUND

FULL LINES OF  
STAPLES, GREY AND  
WHITE COTTONS,  
TICKINGS, DENIMS,  
CANTON FLANNELS,  
SHIRTINGS, &c.

FULL LINES OF  
HEAVY WOOLLENS,  
BLANKETS, FLANNELS,  
DRUGGETTINGS,  
HORSE COVERS,  
SHANTY BLANKETS,

FULL LINES OF  
CLOTH, WORSTED COATINGS,  
TWEEDS, OVERCOATINGS.

FULL LINES OF  
DRESS GOODS, MERINOS,  
WOOL SERGES, WINCEYS,  
HOMESPUNS AND  
OTHER WINCEYS.

FULL LINES OF  
BLACK GOODS, LUSTRES,  
COBOURGS, PARAMATTAS,  
FRENCH COSTUMES,

FULL LINES OF  
SILKS, POPLINS,  
JAPANESE SILKS.

FULL LINES OF  
KNITTED WOOLLENS,  
CLOUTS, SCARFS, HOODS,  
BREAKFAST SHAWLS.

FULL LINES OF  
TAILORS' TRIMMINGS,  
OUTFITTINGS, &c.

FULL LINES OF  
HABERDASHERY, HOSIERY,  
GLOVES AND SMALL WARES.

FULL LINES OF  
CANADIAN WOOLLENS,  
SCARLET & GREY FLANNELS,  
TWEEDS, FULL CLOTHS,  
SHIRTS AND DRAWERS.

FULL LINES OF  
COTTON BAGS,  
LINEN GRAIN BAGS,  
COTTON YARNS, BATTS, &c

*This Sale will commence Every Day at Nine O'clock A.M., and  
Continue until the Whole Stock is closed out.*

SALE AT OUR WAREHOUSE,

DOMINION BUILDINGS, 138 MCGILL STREET,  
MONTREAL.

*Terms of Credit Liberal.*

J. & R. O'NEILL.

# The Royal Canadian Insurance Company.

CAPITAL,	\$6,000,000.
CASH ASSETS, NEARLY	1,200,000.



## OFFICERS:

President.—J. F. SINCENNES.  
 General Manager.—ALFRED PERRY.  
 Sub-Manager.—DAVID L. KIRBY.

Vice-President.—JOHN OSTELL.  
 Sec. and Treas.—ARTHUR GAGNON.  
 Marine Manager.—CHS. G. FORTIER.

## ASSETS IN GOLD:

U. S. Bonds and other Securities and Cash in hands of U. S. Trustees.....	\$ 400,178 48
Montreal Harbour Bonds ["in hands of Receiver General"].....	50,000 00
Montreal Warehousing Company's Bonds.....	24,725 34
Bank Stocks.....	276,735 96
Mortgages on Real Estate.....	55,347 00
City of Quebec Consolidated Fund.....	2,000 00
Bills Receivable for Marine Premiums.....	146,351 27
Agents' Balances in the course of Transmission, and uncollected Premiums.....	151,638 34
Sundry Accounts due the Company for Salvages, re-Insurance, &c.....	20,216 08
Furniture—U. S. and Canada.....	21,906 27
Cash on hand and on Deposit.....	27,138 79

\$1,175,237 53

## LIABILITIES:

All Outstanding Claims for Losses, Bills Payable, and Sundry Accounts due by the Company.....	\$ 149,291 50
---	---------------

Insures every description of Fire Risks, Inland Cargoes and Hulls; also, Ocean Cargoes and Freights on First-Class Steamers and Sailing Vessels.

Head Office, 160 St. James St., Montreal.

## CANADA

# AGRICULTURAL INSURANCE COMPANY

## OF MONTREAL.

CAPITAL, \$1,000,000.

Head Office: 186 ST. JAMES STREET,

MONTREAL.

## OFFICERS:

President.—COL. A. C. DELOTHNIERE HARWOOD, D.A.G.  
 Vice-President.—WILLIAM ANGUS.

Managing Director.—EDWARD H. GOFF.  
 Inspector.—JAMES H. SMITH.

## DIRECTORS:

Col. A. C. d'L. HARWOOD, D.A.G., Vaudreuil.  
 A. DESJARDINS, M.P., (Proprietor *Le Nouveau Monde*), Montreal.  
 Wm. ANGUS, (President Canadian Paper Company), Montreal.  
 Hon. M. H. COCHRANE, (Senator), Compton.  
 EDWARD H. GOFF, (Managing Director), Montreal.  
 J. M. BROWNING, (President Council of Agriculture), Montreal.  
 Col. A. A. STEVENSON, Montreal.  
 J. B. POULLIOT, M.P., Rivière Du Loup.

THOMAS LOGAN, Sherbrooke.  
 T. H. MARONY, Quebec.  
 L. H. BLAIS, Montmagny.  
 R. MULHOLLAND, Cobourg, Ont.  
 JOHN FISHER, Coburg.  
 R. AGUR, (Banker), Ingersoll, Ont.  
 L. MOLLEUR, M.P.P., (President St. John's Bank), St. Johns, Q.

## ADVANTAGES OFFERED.

It is confined by its Charter to insure nothing more hazardous than Farm Property and Residences.

It insures Live Stock against death by lightning, either in the building or on the premises of the Assured.

It refuses Mills, Shops, Taverns, Stores, Hotels, and other hazardous property, and makes a specialty of Farm Property and Dwellings. It is not subject to heavy losses, and affords a certain Guarantee to those it insures.

It is a purely Canadian Institution, its business is confined to the Dominion, and is under the management of men who have devoted many years to this peculiar branch of Insurance, and understand thoroughly the requirements of the Farmers as a class.

It has a larger subscribed and paid-up Capital than any other Company in Canada confining its business to the same class of risks. It has \$50,000 together with \$100,000 transferred from the Agricultural Ins. Co. of Watertown, upon the re-insurance of the Canadian risks of said Co., making in all \$150,000 deposited with the Government at Ottawa,—giving its Policy holders the best security of any Insurance Company in the Dominion.

The sweeping fires which have devastated our large cities within a few years past, destroying millions upon millions of dollars of property, and ruining hundreds of Insurance Companies, rendering worthless thousands of policies upon the houses of our people, are convincing proofs of the wisdom of our original plan of separating Private Dwellings and Farm Property from business hazards.

This Company insures against loss and damage by Lightning as well as Fire. It is the only Canadian Insurance Company obliging itself by its Charter and Policies to pay for such losses.

Farmers and others will consult their own interests by insuring in this Company. For further information, please call on our Agents, or Address the Managing Directors.

Insurance.

THE  
Accident Insurance Co.  
OF CANADA.

The only Canadian Company solely devoted to Insurance against Accidents, and giving definite Bonus to the Policy holders.

This Company is not mixed up with Life, Fire or any other class of Insurance. It is for

ACCIDENT INSURANCE alone, and can therefore transact the business upon the most favourable terms, and a secure basis.

President:—SIR A. T. GALT, K.C.M.G.

MANAGER AND SECRETARY:

EDWARD RAWLINGS,  
MONTREAL.

SURETYSHIP.

THE CANADA

GUARANTEE COMPANY.

MAKES THE

Granting of Bonds of Suretyship

ITS SPECIAL BUSINESS.

There is now NO EXCUSE for any employee to continue to hold his friends under such serious liabilities, as he can at once relieved them and he

SURETY FOR HIMSELF

by the payment of a trifling annual sum to this Company.

HEAD OFFICE:—MONTREAL.

President:—SIR ALEXANDER T. GALT.

Manager:

EDWARD RAWLINGS

STOCK AND BOND REPORT.  
Reported by OSWALD BROS., Members of Montreal Stock Exchange.

NAME.	Shares	Capital subscribed.	Capital paid-up.	Rest.	Dividend last 6 Months.	Closing Prices Nov. 11th.
<b>BANKS.</b>						
British North America	£50	4,866,666	4,866,666	1,170,000	per ct.	.....
Canadian Bank of Commerce	100	6,000,000	6,000,000	1,900,000	5	125 1/2
City Bank, Montreal	100	1,500,000	1,490,920	130,000	4	100 1/2
Dominion Bank	50	970,250	970,250	525,000	4	115 1/2
Du Peuple	50	1,000,000	1,000,000	200,000	3	92 1/2
Eastern Townships	50	1,272,357	1,233,730	275,000	4	92 1/2
Exchange Bank	100	1,000,000	1,000,000	55,000	4	92 1/2
Federal Bank	100	800,000	655,331	6,000	.....	.....
Hamilton	100	1,000,000	500,160	9,496	4	94
Jacques Cartier	50	2,000,000	1,850,375	75,000	0	18 20
Mechanics' Bank	50	500,000	456,510	.....	3	.....
Mechanics' Bank of Canada	100	8,097,200	8,125,526	1,850,000	4	91 1/2
Metropolitan	100	1,000,000	607,400	80,000	0	67 1/2
Molson Bank	50	2,000,000	1,923,950	500,000	4	100 1/2
Montreal	200	12,000,000	11,998,100	5,500,000	4	180 1/2
Maritime	100	1,000,000	488,870	400,000	3	180 1/2
National	50	2,000,000	2,000,000	.....	4	.....
Ontario Bank	40	3,000,000	2,950,272	255,000	4	100 1/2
Quebec Bank	100	2,500,000	2,439,520	475,000	4	106 1/2
Royal Canadian	40	2,000,000	1,979,528	42,000	4	95 97
St. Lawrence Bank	100	810,100	628,033	.....	.....	.....
Toronto	100	2,000,000	2,000,000	1,000,000	6	183 1/2
Union Bank	100	2,000,000	1,789,986	350,000	4	83 1/2
Ville Marie	100	1,000,000	722,225	.....	.....	86
<b>MISCELLANEOUS.</b>						
Canada Landed Credit Co	50	750,000	361,185	.....	3	116 1/2
Canada Loan and Savings Co	50	1,500,000	.....	457,481	.....	169 1/2
Dominion Telegraph Co	50	500,000	.....	.....	3 1/2	.....
Farmers' & Mechanics Bdg Soc	.....	250,000	.....	.....	4	105 1/2
Freehold Loan & Savings Co	100	500,000	.....	.....	5	.....
Huron & Erie Sav. & Loan Soc	50	800,000	700,000	125,000	5	.....
Montreal Telegraph Co	40	1,925,000	.....	.....	4	140 1/2
Montreal City Gas Co	40	1,800,000	1,925,000	.....	5	125 1/2
Montreal City Passenger Ry Co	50	600,000	400,000	.....	4	161 1/2
Richelieu & Ontario Nav. Co	100	1,500,000	1,500,000	.....	3	65 71
Provincial Building Society	100	350,000	.....	.....	4	95 98
Imperial Building Society	50	662,500	.....	.....	4	105 106
Toronto Consumers' Gas Co	.....	.....	.....	.....	.....	.....
(old)	50	600,000	.....	.....	2 1/2 p.c. 3 m	.....
Union Permanent Building Soc	50	250,000	.....	.....	5	112
Western Canada Loan & Sav- ings Company	50	800,000	725,000	185,000	5	141 1/2

SECURITIES.						Montreal.
Canadian Government Debentures, 6 per ct. stg.	.....	.....	.....	.....	.....	.....
Do. do. 6 per ct. stg.	.....	.....	.....	.....	.....	.....
Do. do. 6 per ct. stg., 1885	.....	.....	.....	.....	.....	.....
Dominion 6 per ct. stock	.....	.....	.....	.....	.....	101
Dominion Bonds	.....	.....	.....	.....	.....	.....
Montreal Harbor Bonds 6 1/2 p. c.	.....	.....	.....	.....	.....	101 1/2
Do. Corporation 6 per ct. Bonds	.....	.....	.....	.....	.....	98 1/2
Do. 7 per ct. Stock	.....	.....	.....	.....	.....	116 1/2
Toronto Corporation 6 per ct., 20 years	.....	.....	.....	.....	.....	98 1/2
County Debentures	.....	.....	.....	.....	.....	95 1/2
Township Debentures	.....	.....	.....	.....	.....	95

INSURANCE COMPANIES.						AMERICAN.					
BRITISH.—(Quotations on the London Market, Oct. 26th.)						When org'd					
No. Shares.	Last Dividend.	NAME OF COMP'Y.	Share par val.	Amount paid.	Last Sale.	No. of Sh's.	NAME OF CO'Y.	Pr val.	Of Sh's.	Of R'd	A'kd
20,000	8 b 15 s	Briton M. & G. Life	£10	2	4	1893	20,000	Agricultural	\$ 5	.....	.....
50,000	20	C. Union F. L. & S	50	5	11 1/2	1893	1,600	Atlas L. of Hart.	100	.....	.....
5,000	10	Edinburgh Life	100	15	35	1819	30,000	Attn F. of Hart.	100	204	206
20,000	5 b £2 10	Guardian	100	50	61 1/2	1810	10,000	Hartford, of Har	100	195	200
12,000	£4 p. sh.	Imperial Life	100	25	8 1/2	1893	5,000	Harford's L. & C	100	180	185
100,000	11	Lancashire F. & L	20	2	7	<b>RAILWAYS.</b>					
10,000	.....	Life Ass'n of Scot.	40	12 1/2	24 1/2	Atlantic and St. Lawrence	.....	.....	£100	95	div
55,852	.....	London Ass. Corp.	25	50	59	Do. do. 6 per ct. stg. m. bds	.....	.....	100	99	101
10,000	.....	Lon. & Lancsh. L	10	1 1/2	1	Canada Southern 7 p. c. 1st Mort.	.....	.....	.....	.....	.....
351,752	15	Lon. & Lancsh. F. & L	20	2	8 5/16	Do. Do. 6 p. c. 1st Sh's	.....	.....	.....	.....	.....
20,000	20	Northern F. & L	100	5	31	Grand Trunk	.....	.....	100	10	10 1/2
49,000	28	North Brit. & Mer	50	6 1/2	37	New Prov. Certif's issued at 2 1/2	.....	.....	.....	dis	.....
6,722	17 1/2 p. s.	Phenix	.....	.....	178	Do. Eq. G. M. Bds. 1 ch. 6 per c	.....	.....	100	99	101
200,000	15	Queen Fire & Life	10	1 1/2	2 3/8	Do. Eq. Bonds, 2nd charge	.....	.....	.....	49	96
100,000	10 1/2 b £3	Royal Insurance	20	3	11 1/2	Do. First Preference, 5 per c	.....	.....	.....	100	50 1/2
100,000	10	Scott. Commercial	10	1	2 3/8	Do. Second Pref Stock, 4 per c	.....	.....	.....	100	34 25
50,000	6	Scott. Imp. F. & L	10	1	17-16	Do. Third Pref Stock, 4 per c	.....	.....	.....	100	17 1/2
20,000	10	Scott. Prov. F. & L	50	3	6 11-16	Great Western	.....	.....	.....	20 1/2	6 1/2
10,000	25	Standard Life	50	12	75	Do. 5 1/2 per c. Bds., due 1877-78	.....	.....	.....	.....	.....
4,000	5 b	Star Life	25	1 1/2	12 1/2	Do. 5 per c Deb. Stock	.....	.....	.....	74	76
.....	£1 15s. 9d.	.....	.....	.....	.....	Do. 6 per cent bonds 1890	.....	.....	.....	86	87 1/2
.....	.....	.....	.....	.....	.....	International Bridge, 6 p. c. Mor Bds	.....	.....	.....	99 1/2	100 1/2
8,000	6-6mo	Brit. Amer. F. & M	500	25	108-100	Midland, 6 per c. 1st Pref Bonds	.....	.....	.....	100	.....
2,500	.....	Canada Life	100	50	.....	North'n of Can., 6 per c. 1st Pref Bds	.....	.....	.....	100	95 97
10,000	None.	Citizens F. & L.	100	25	.....	Do. do. 2nd do.	.....	.....	.....	100	92 94
5,000	6-12mos.	Confederation Life	100	10	.....	Toronto, Grey and Bruce, Stock	.....	.....	.....	100	92 94
5,000	.....	Sun Mutual Life	100	10	.....	Do. do. 1st Mor Bds	.....	.....	.....	100	91 93
4,000	.....	Isolated Risk Fire	100	10	.....	Toronto and Nipissing, Stock	.....	.....	.....	100	.....
4,000	.....	Montreal Assur'ce	50	25	.....	Do. do. Bonds	.....	.....	.....	.....	.....
4,000	.....	Provincial F. & M	50	75	75	Wellton, Grey & Bruce 7 p. c. 1st Mor	.....	.....	.....	71	74
2,500	.....	Quebec Fire	100	100	.....	<b>EXCHANGE.</b>					
1,055	.....	Queen City Fire	100	40	80 100	Bank on London, 60 days	.....	.....	.....	105 1/2	.....
2,000	.....	Western Assur'ce	40	16	133 1/2	Gold Drafts do	.....	.....	.....	.....	.....
15,000	7 1/2 b £2	.....	.....	.....	.....	Gold at 3 p. m.	.....	.....	.....	111 1/2	.....

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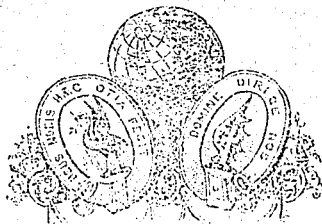
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