

RAILWAY JOURNAL

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OF RAILWAYS,
TELEGRAPHS, NAVIGATION,
MINES AND MANUFACTURES.

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No. 2.

Canadian Celebrities—No. 10.

The Commissioner of Railways for the Province of Quebec was born at St. Thorese, County of Terrebonne, on the 9th November, 1840. He is consequently in the forty-second year of his age. Like many of our best and most justly celebrated men, he belongs to a family of workmen. His father was, and is still, an humble contractor. He received his education at the College of Terrebonne and at St. Hyacinthe. He was called to the Bar in 1861, and made a Q.C. in 1873. At the first Parliament after Confederation, he was elected by acclamation, member of the Legislature of Quebec, for his native County of Terrebonne, and has succeeded since that date in retaining the unanimous political support of the previously so much divided County. In 1873, he was called to the Quebec Local Government, as Solicitor-General, by the Hon. M. Ouimet, then Premier. He resigned with his chief after the Tanneries affair in September, 1874, but was recalled in the De Boucherville Government as Provincial Secretary, in January, 1876. He was still a minister at the time of Governor Letellier's *coup d'état* on 2nd March, 1878, and at that time followed the fortunes of his discarded party. He became by common consent the leader of the struggle, and for nearly three years he was constantly in the front of the battle. This has been, and will be, certainly, the most eventful portion of his career. At the subsequent election, the two parties were returned even; it was a political dead heat, but the Speaker, M. Turcotte, gave in his adhesion to the Government. M. Chapleau, as leader of the Opposition, marshalled his forces on the hustings,



HON. JOSEPH ADOLPHE CHAPLEAU,
Premier of the Province of Quebec, and Commissioner of Railways.

By G. E. Desharats' Auto-Type Process—From Photograph by Emile Tourtin, Paris.

in the press and in the Assembly. He was almost ubiquitous, and never failed to face the conflict, never missing an opportunity, and what is perhaps more extraordinary, did not lose one vote. His party was as compact, as hopeful, as staunch, and as numerically strong after two years, as it was at the opening of the Parliament. He had not lost one single vote. After the exertions that are still in the memory of everyone, the Lieutenant-Governor Letellier was notified that "his usefulness was gone," and the Honourable M. Robitaille succeeded him. When M. Joly found himself in a minority, M. Chapleau was called to form a new ministry, and he still holds the position of the leader of his party, having in the same time under his charge the Department of Provincial Railways. M. Chapleau is essentially a self-made man, and he seems to have foreseen, from his younger years, the position that awaited him, and always to have acted and worked with that aim in view. M. Chapleau possesses in a remarkable degree a bright intelligence, is a persuasive orator and a most fluent speaker. He is considerably indebted to his mellifluous voice and his sympathetic and remarkable features. When he is at his best, when his sympathies are excited, and he is moved with oratorical fervour, his figure is a perfect study: his clear, keen eyes, brightened with anger or pathos, his hair flowing luxuriantly over his well-shaped head, he looks the very *beau idéal* of the orator. He is eminently intelligent, nothing is beyond his grasp. When he gained the reputation of being one of the most brilliant and most successful criminal lawyers, in

every case confided to his care, even before he had secured eminence in this profession, he at once engaged his jury, and often discovered, and perhaps it is not too much to say, secured the sympathy of the judge himself.

When on a hustings, after five minutes of indifferent speaking, he has mastered the secret of managing his audience.

In the House, before an assembly of educated and well-informed men, he never passes outside or beyond the limits allowed by the current of opinions for the time being. He is gifted with a wonderful memory—either before a jury or before a political public meeting, when he has to go through a general review of a couple of Parliaments, without a note of reference he can speak for hours without forgetting one fact, one idea, one word that he made up his mind to say or that has to be said. He has had some failures—no man is always successful—but he never was discouraged.

Few men have grasped the sense of the English Law and Constitution as perfectly as M. Chapleau. He has confidence in himself, and he has good ground for such confidence. French Canadians, generally, are educated altogether in their own language, from French books, and thus their speech is from a French ideal. M. Chapleau, however, when he was only a young student, made heavy sacrifices of acquaintances and money to have opportunities of learning and constantly speaking English, and he now speaks that language with a very slight French accent. He afterwards gave himself to the study of English Criminal Law, and succeeded admirably. During seven or eight years, he was a daily attendant at the Police Court; some people, always inclined to find fault, thought that it was unbecoming for him to accept such duties. There, perhaps, in discussing tenses of verbs and details, he became so much more familiar with that exactness and clearness of expression so necessary in drafting of statutes.

He was, for a while, a little spoilt in his language, or his style of talking, by that practice of the Courts. All practitioners know how easy it becomes to go on talking when nobody contradicts, and when the main feature of a speech is continuous delivery. Since he has been elevated to different audiences and graver subjects, he has reached a far superior standard, and he can now be favourably compared with any classical Canadian speaker in Canada or elsewhere.

His legal practice, his habits of discussing public and political questions have fitted him for the different positions that he has had to fill, and those which his eminent abilities will yet call him to. Most questions are familiar to him; he can always grasp the new ones after a little mental work; and the reasons and motives that he will find out, will be those best approved and appreciated by the public.

M. Chapleau is one of the fairest representatives of that admixture of French and English education that we enjoy in this Province. At his comparative early age, he is the accepted leader of the French party in the Province of Quebec. Even his political opponents are proud to admit his matchless talents, and his certain future success. Amongst the English community he is acknowledged as a thorough business man and a clear-headed statesman.

His position as Commissioner of Railways could not be more worthily filled. He represents the American go-a-headedness that has made the enormous success of the United States. Sixteen years ago, he was explaining at public meetings, when the capitalists were reluctantly led to discuss—not undertake—the colonization road to Ottawa, the necessity of pushing those undertakings for colonization sake. "In old countries," he said

then, at the Mechanics' Hall, "in old countries the railways are built to meet the wants of an already settled population; but here, in America, we have to meet new wants, new exigencies, new ambitions. We have to build railways to bring inhabitants, to hasten the settlement of our rich country, to open up to colonization our immense territories, to drain from our forests and mining regions all those valuables which are in such demand in the old countries."

And then, he was prophesying, what was at that time the most desirable but too unlikely future of Montreal and Quebec, the transportation of products of the immense western prairies to our own port, to fill the hundreds of steamers crowding our wharves from the foot of the canal down to Hochelaga. His predictions are being now fulfilled in a few months. This clear-sightedness will have its reward by its correctness being proved.

It is stated that M. Chapleau will soon be called to Ottawa, as a member of the Privy Council and the Cabinet. His friends are confident that he will meet all the expectations, however great they may be. He is a thorough political man, and on whatever stage he may, as such, have a character to play; he is certain to compel the applause that has greeted him in his own province. His great abilities secured for him a foremost position from the commencement of his public career, and fame is not likely to prove unfaithful to so devoted a worshipper.

RAILWAY INTELLIGENCE.

—The Great Western Railway has arranged with the Toronto, Grey & Bruce to run special Manitoba cars over the latter line as far as Owen Sound.

—It is said the Local Cabinet at Quebec will make overtures to the Canadian Pacific Syndicate to give a free grant of land at Hare Point if they will erect their workshops there.

—The total traffic receipts of the Great Western for the week ending Feb. 17 were \$87,260 against \$97,946 for corresponding week last year, showing a decrease of \$10,680.

—The contractor for section forty-two of the Canadian Pacific Railway pledges himself that he will have cars running from Winnipeg to Fort William, Lake Superior, by July 1.

—The Directors of the Napanee, Tamworth and Quebec Railway, notwithstanding the adverse action of the Ontario Government, have decided to proceed with the construction of the road.

—The old narrow-gauge engines belonging to the Toronto, Grey & Bruce Railway, which were sent to Montreal for alteration, have been sent back to Toronto. They will be suitable for running with light passenger trains.

—The Council of the Quebec Board of Trade met on Wednesday, and decided to call a meeting of the trade relative to the proposal to sell the Western Division of the Q., M.; O. & O. Railway to the Pacific Syndicate.

—The Great Western has arranged with the Toronto, Grey, and Bruce to run special Manitoba cars over the latter line as far as Owen Sound. The first car will be run on Wednesday in connection with the Manitoba excursion.

—A Syracuse despatch says,—The Attorney-General in the name of the people of the State of New York has commenced a suit against the Boston Hoosac tunnel and Western Railroad to annul its corporate existence and wind up its affairs.

—A spur line from the main line of W., G. & B. Railway, operated by the Great Western Railway, has been built into Guelph and opened for traffic. It is a great convenience to travellers by that line who have occasion to visit the "Royal City."

—The enterprising capitalists of Bismarek have organized a railway company to be known as the Bismarek, Mouse River, Turtle Mountain and Manitoba Railroad Company, with a capital stock of \$2,000,000. From Bismarek to the British line is one hundred and eighty miles.

The Railway Journal.

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A CABLE message of Tuesday last said:—"It is believed that the Hudson's Bay Company's shares will reach forty in a few days."

With reference to the transfer of the Western section of the Q. M. O. & O. Railway to the Canadian Pacific Railway Company, there is nothing further to report. The ratification of the agreement will remain until the meeting of the Provincial Parliament at Quebec. There has been some dissatisfaction expressed in the ancient capital at the proposed sale of the road, or perhaps, more properly speaking, desire for information with regard to the terms of the bargain, but we have reason to believe, when the proper time arrives and the necessary explanations are furnished, that such dissatisfaction will be allayed, and that the result cannot fail to be beneficial to the whole Province.

RAILWAY LEGISLATION.

Whilst railway projects are as "thick as leaves in Vallambrosa," it is next to an impossibility to furnish any reliable report of the current legislation on the subject, nevertheless we subjoin a record, incomplete as it may be, of the present position of some of the principal proposed railway works, and those of a kindred character. At the coming session of the Legislature, the following applications are announced:—

The Wentworth Colonisation R. R. Co., for incorporation to build a railway from any point on the Q. M. O. & O. R. R., to go through the Township of Wentworth, in the County of Argenteuil.

The Montreal City Passenger Railway Co., for power to increase its capital stock, and for other purposes.

The Three Rivers and North-Western Railway Co., for incorporation.

The St. Andrew's Junction Railway Co., for authority to issue bonds, to acquire or amalgamate with any connecting line of railway, and for other purposes.

The South Shore Railway and Tunnel Co. to amend their Act of incorporation, to release them from making a deposit before commencing their works, and for other purposes.

The Southern Railway Co., for incorporation for the construction of a railway from St. Angèle de Laval, Nicolet Co., to

Levis, opposite Quebec, with power to prolong the line to Sorel, and to connect with other railways.

The Leeds and Eastern Township Railway Co., for incorporation.

The St. Maurice and North-Eastern Railway Co., for incorporation, and to construct a railway from a point on the Piles Railway to a point on the Quebec and Lake St. John Railway.

ONTARIO LEGISLATURE.

The Bill respecting the amalgamation of the Midland Railway of Canada has been read a third time and passed.

The following Bills were also read a third time:—

To incorporate the Prescott and Glengarry Counties Junction Railway Company.

To amend the Act incorporating the Saugeen Valley Railway Company.

To incorporate the Medonte Tramway Company.

Respecting the Erie and Huron Railway Company.

The London Junction Railway Bill has passed through Committee.

The following Bills have passed their second reading:—

To amend the Act respecting the St. Catharines and Niagara Central Railway Company.

To amend the Acts respecting the St. Mary's, Credit Valley, and Huron Railway Company.

Respecting the Western and Duffin's Creek Railway Company.

To incorporate the Galt Junction Railway Company.

To amend and extend the Act to incorporate the Port Rowan and Lake Shore Railway Company.

MANITOBA LEGISLATURE.

Notices are published of application to the next Session of the Legislature for incorporation of the following projected lines:—

The South Eastern Railway Company.

The Winnipeg Passenger Railway Company.

The Winnipeg, Portage Avenue and City Park Street Railway Company.

The Carman City and Portage La Prairie Railway Company.

The Grand Valley and Rapid City Railway.

DOMINION PARLIAMENT.

A Bill has been introduced to make all railway tickets good until used.

A Bill to establish a Court of Railway Commissioners has been referred to a select Committee.

A Bill to incorporate the Chignecto Marino Railway Company, has been introduced. The Company are to have a million dollars capital, and expect a grant of \$200,000 annually to maintain their Railway after it is completed. Whether the Government will think proper to support the enterprise by any such grant remains to be seen. The promoters of the project claim that the work is one in the interests of the whole Dominion.

The Bill to incorporate the Canada Mutual Telegraph Company provides that the head office shall be for the present located in Montreal, the capital to be \$1,000,000 in shares of \$50 each, the number of Directors shall not be less than five, not more than nine, and every Director must possess at least 30 shares of stock.

A Bill for incorporating the Napierville Junction Railway Company has been introduced.

—A bill has been introduced in the Senate to incorporate the Montreal and Central Canada Railway with power to lay out, construct, complete and operate a double or single line of railway of 4 feet 8½ inches gauge, from a point at or near the city of Montreal, through the counties of Hochelaga, Jacques Cartier, Vaudrouil, Soulanges, Glengarry, Stormont, Dundas, Grenville and Lanark to Smith's Falls and thence to Perth.

ANNUAL MEETINGS.

At the annual meeting of the shareholders of the Montreal Warehousing Company, held on Wednesday last, the old Board of Directors were re-elected, as follows:—Messrs. Andrew Allan, John S. Hall, sr., Hon. A. W. Ogilvie, W. M. Ramsay and Thomas Davidson. At a subsequent meeting of the Board of Directors, Mr. Andrew Allan was re-elected President, and Mr. John S. Hall, sr., Vice-President.

The annual meeting of the shareholders of the Intercolonial Coal Mining Company was held on Wednesday, when the following gentlemen were elected Directors for the ensuing year:—Messrs. Gilbert Scott, H. A. Budden, Angus C. Hooper, Robert Anderson, James P. Cleghorn, D. L. MacDougall, Alex. Gunn, Peter Redpath and H. J. Tiffin. The annual report showed that 128,609 tons of coal had been sold, being an increase over the previous year of 50,272 tons. At a subsequent meeting of the Board of Directors, Mr. Gilbert Scott was elected President, and Mr. H. A. Budden, Vice-President.

At the annual meeting of the Montreal Loan and Mortgage Company, held on Wednesday, the following directors were elected:—M. H. Gault, M.P., Hon. A. W. Ogilvie, A. F. Gault, Robert Esdaile, Thos. Craig and Theodore Hart. Mr. M. H. Gault was re-elected President, and Mr. Ogilvie, Vice-President.

The annual meeting of the shareholders of the Bell Telephone Company was held during the past week, when the following gentlemen were elected Directors for the ensuing year: Messrs. Andrew Robertson, Hugh Mackay, Hon. J. R. Thibaudeau, G. W. Moss, Robt. Archer, C. F. Sise, W. H. Forbes, T. N. Vail, and R. A. Lucas, (Hamilton, Ont.) At a subsequent meeting of the Board of Directors, Mr. Andrew Robertson was re-elected President, and Mr. C. F. Sise, Vice-President and General Manager. The report submitted to the Directors is of a most satisfactory character. During the year, the Company has purchased all other existing telephone interests in Canada; has laid a cable from Windsor to Detroit; has built a line from Windsor to Amherstburg, 18 miles; a line from Toronto to Hamilton, 45 miles; and a line from Montreal to Lachine for the use of the Lachine Canal, all of which are in satisfactory working order. The Company has also built a large number of shorter lines to provide for the very large increase of business, which in 1881 amounted to about 50 per cent.

THE CANADIAN PACIFIC RAILWAY.

The following recapitulation of the present position of work on the Canadian Pacific Railway is so carefully prepared, and valuable for future reference, that we transfer it to our columns with pleasure, from one of our contemporaries:—

The construction of this great national highway, which is to connect the shores of the Atlantic with those of the Pacific, and bind together all the scattered Provinces of the Dominion, is naturally creating a great amount of interest, not only in the Dominion; but also in all the great trade centres of the world. As is well-known, portions of the line and branches are already in working order, and the other sections are being rapidly constructed. To assist our readers in tracing the course of the railway we give them in this issue as accurate an account as can at present be obtained of those portions of the line now in working order, under construction, and being surveyed, together with the several branches. The Canadian Pacific Railway system begins at present at Ottawa with the line formerly known as the Canada Central. This railway follows generally the course of the Ottawa river to the town of Pembroke, a distance of 105 miles. The extensions of the Canada Central to Lake Nipissing, a distance of about 130 miles, was subsidized by the Dominion Government in 1874. The extension for the greater part also follows closely the banks of the Ottawa river to its junction with the river Mattawin at the town of Mattawa. From this point the road follows the course of the Mattawin to its head water near Callander on Lake Nipissing, the eastern terminus as fixed by charter, of the Canadian Pacific Railway Company. Trains are now running on the extension for a distance of 110 miles, and the line will be opened through to

Callander by the 1st July next. This station will be near to Lake Nipissing, and judging from the reports of the character of the country will be a most convenient point for a junction with the Ontario system of railways. The distance from Ottawa to Callander is 235 miles, and from Montreal 355 miles.

THE BROCKVILLE BRANCH

of the Canada Central leaves the Main Line at Carleton Station, and runs south to the town of Brockville on the River St. Lawrence, opposite to the American town of Morristown, and is connected at this point with the northern terminus of the Utica and Black River Railway by means of a ferry, affording the shortest possible communication with Boston and New York. Callander will be distant from Brockville 252 miles.

LAKE SUPERIOR SECTION.

From Callander the line will pass by the north side of Lake Nipissing, crossing the Sturgeon River near the Falls, thence following the course of the Veuve River, and crossing the Whanapitac, Vermilion and Spanish Rivers, and run along the north side of the latter to Lake Huron, thence by the shore to Algoma Mills, where it is proposed to have communication with the lake. The distance from Callander to this point will be about 172 miles. Grading is now proceeding on this section westwards from Callander and 60 miles are under contract eastward from Algoma Mills. From Algoma Mills westward the line will probably follow near the course of the Mississippi River, and generally in a north-westerly direction to Michipicoten, whence it will follow close to the north shore of Lake Superior, crossing the Nipigon River at Red Rock, and thence to Prince Arthur's Landing and Fort William, the eastern terminus of the line between Lake Superior and Red River under construction by the Government. The length of this section will be approximately 475 miles. The works along the north shore of Lake Superior will be exceptionally heavy, and a longer period with undoubtedly be required for their execution. It can hardly be expected, under the most favourable circumstances, that the rock excavation, tunnelling and bridging required can be completed before 1887.

WINNIPEG SECTION.

From Prince Arthur's Landing to Winnipeg, a distance of 435 miles, the road is being constructed by the Government. At the eastern end the works are so far advanced that the track has been laid to Eagle River, a distance of 235 miles. Between this point and Rat Portage, 67 miles, the section, being that under construction by Messrs. Manning, McDonald, McLaren & Co., is well advanced. About 15 miles of rails have been laid at each end, and it is confidently expected that the track will be laid over the whole section in four or five months. From Rat Portage to Winnipeg the line has for some time been open for traffic, and a very considerable business, both in passengers and freight, is being done over it.

ACROSS THE PRAIRIE.

From Winnipeg westward the railway has been finally located to Moose Jaw Creek, and the route has been approved by the Government. Such progress has been made in construction that the line has been for some time open for traffic to Brandon, near the crossing of the Assiniboine River, a distance of about 133 miles. A further distance has been graded, and the track laid over 30 miles of the same. During the winter a large quantity of rails and fastenings, with ties, bridge timber, cordwood and other material, has been accumulated at this end of the line, so that the means will be at hand for pushing on the work immediately on the opening of the working season. Explorations and surveys have been extended through the North-West Territory as far as old Bow Fort, on Bow River, about 840 miles west of Winnipeg, but the location of the line has not as yet been finally determined on.

ACROSS THE ROCKIES.

Between old Bow Fort and Savona, at the foot of Kamloops Lake, the distance will be as near as possible the same as between Jasper and Savona, under the charter, viz., 335 miles. This section embraces the passage of the Rocky Mountain summit, the crossing of the two branches of the Columbia River, and the Selkirk range of mountains lying between. The works at this part will be unquestionably difficult of execution, but we believe the Directors of the Canadian Pacific Railway Company

are most desirous that the general directness of the main line should be maintained, so long as gradients are attainable that are not incompatible with the cost of cheap transportation. This determination, we are convinced, will be approved. Explorations have also been made between Old Bow Fort and Savona, but these, we are given to understand, have not been sufficient to determine the direction of the line.

BRITISH COLUMBIA SECTION.

The section from Savona to Emory, on the Fraser River, a distance of 125 miles, is now under construction by the Government, and by the terms of the contract should be completed by June, 1885. From Savona the line follows the left banks of the North Thompson and Fraser Rivers, until at about six miles below the town of Lytton it crosses a chasm of the Fraser by a span of 300 feet in the clear, and 150 feet above the water. The western half of this section is much the heaviest, and numerous tunnels will have to be cut through rocky bluffs overhanging the river. The contractors, Messrs. Onderdonk & Co., however, entered upon that portion of the work first, and there is every indication from the progress already made that the whole section will be finished before the time named in the contract. This section, when completed, will be handed over to the Canadian Pacific Railway Company.

The contract for the Port Moody section has lately been awarded to Messrs. Onderdonk & Co., and is 85 miles in length, terminating at Port Moody at the head of Burrard Inlet on the Pacific Ocean. This part of the line begins at Emory on the north side of the Fraser River, and about five miles below the town of Yale.

The line will generally follow the right bank of the river, crossing the Harrison, Stave and Pitt Rivers, and will for some 15 or 20 miles pass over the lowlands of the lower Fraser on its way to Port Moody, the Pacific terminus of the Canadian Pacific Railway. This section when completed will also be handed over to the Company.

BRANCHES.

The Pembina branch extends south from Winnipeg along the eastern side of Red River to the International boundary line at Emerson a distance of 65 miles. This branch was constructed by the Government, and handed over to the Company under the terms of the charter. It connects with the St. Paul, Minneapolis and Manitoba Railway, and forms a portion of the present travelled route between the Eastern Provinces and the United States and Manitoba.

THE PEMBINA MOUNTAIN BRANCH.

leaves the main line about one mile west of the station at Winnipeg, and thence turning directly south crosses the Assiniboine River three miles west of its junction with Red River. The branch follows a course nearly parallel to the Red River, and averaging some eight miles west of the same to the International boundary line at a place known as Smuggler's Point—distant from Winnipeg 69 miles and from Emerson 15 miles. The branch has been graded to Smuggler's Point, and the rails will be laid on the opening of the working season. The St. Paul, Minneapolis and Manitoba Railway Company are now constructing a branch of this railway down the western side of Red River, and may probably connect with the Pembina Mountain branch at the boundary line. From a point about 14 miles north of the boundary line the branch will turn directly west, passing to the north of Calf Mountain, and near to the settlements of Archibald, Pilot and Preston, and thence nearly parallel to, and about 12 miles distant from the boundary line, passing through the Turtle Mountain district and on to the Souris River, a distance from Winnipeg of about 216 miles.

THE SOURIS BRANCH

will leave the main line four miles west of the town of Brandon, and follow generally a south-westerly course near to the Souris River until it reaches a point about twelve miles distant from the International boundary, thence westerly on a line nearly parallel to the boundary line to the 104th meridian, a distance from its junction with the main line of about 190 miles.

WESTERN SECTION OF THE Q., M., O. & O. R. R.

Negotiations for some time past have been carried on between the Directors of the Canadian Pacific Railway Company

and the Provincial Government of Quebec, with a view to the purchase of the whole or part of the North Shore Railway by the Canadian Pacific Company. The result of these *pour parlers* has, we understand, ended in an agreement whereby the Canadian Pacific Company acquire from the Provincial Government the Western or Montreal and Ottawa section of the Q., M., O. & O. Railroad, thus adding 120 miles of road ready for operating upon, and bringing the Eastern terminus of the line to Montreal. The purchase, we have no doubt, will be ratified by the Local Parliament when it assembles. The arrangement is not only most favourable to the Province, but of very vast importance to Montreal, which in the near future bids fair to rank with Chicago as the great railroad centre of this continent. By the acquisition of this section, the Canadian Pacific Railway will be able to bring all the Western traffic for shipment abroad close to the ship's side, as the line connects with the wharves and docks of the city from Hochelaga Station.

The several sections of the main line, as now projected and partly constructed, may be stated approximately as follows:—

	Miles.
Eastern Section	650
Thunder Bay Section.....	435
Central Section	850
Western Section.....	545

Giving a total distance of 2,480 miles between Callander and Burrard Inlet, Pacific Ocean.

Mileage now being operated by the Company:—

	Miles.
Ottawa to Mattawa.....	200
Brockville Branch.....	49
Rat Portage to Winnipeg.....	133
Winnipeg to Brandon.....	133
Winnipeg to Emerson.....	65

The following table of distances may be interesting, especially when compared with the present well-known route *via* Omaha and San Francisco:—

	Miles.
Burrard Inlet to Montreal.....	2,835
Burrard Inlet to Quebec	2,982
Burrard Inlet to New York via C. P. R.R. and Montreal.	3,215
Burrard Inlet to Boston via C. P. R.R. and Montreal....	3,170
Burrard Inlet to New York via C. P. R.R. and Brockville.	3,100
Burrard Inlet to Boston via C. P. R.R. and Brockville...	3,140
San Francisco to New York, all United States route....	3,390
San Francisco to Boston, all United States route.....	3,448

Distances across the Atlantic:—

	Nautical Miles.
New York to Liverpool	3,040
Montreal to Liverpool.....	2,790
Quebec to Liverpool.....	2,645

Between a common point on the Asiatic coast, say Yokohama, and Burrard Inlet and San Francisco, the distance will be in favour of Burrard Inlet by about 100 nautical miles.

The rights of express companies and their relations to railroads have just formed the topic of another judicial decision. It seems to be now practically settled that a railroad company cannot refuse the business offered it by the express companies, and the latter are therefore the victors in the courts of law. Justice Miller, of the United States Circuit court, in the case of the Southern Express Company vs. Iron Mountain & Southern Railroad, has decided in favour of the plaintiff. He holds that courts of equity can compel railroad companies to provide facilities for the express business and to extend them equally to all express companies actually engaged in that business. The rates charged must be fair and reasonable. They cannot be fixed in advance by the railroad companies, nor can collections be insisted upon at the end of each journey. The courts can regulate the compensation for such service after it has been performed, but the railroad companies may insist that the express companies protect them by giving bonds.—*Railway Review.*

WHO IS THE INVENTOR OF THE TELEPHONE?

The case of the Bell Telephone Company vs. The People's Telephone Company, now on trial at Harrisburg, Pa., before Commissioners appointed by the United States Court, is an important one, and one of very great interest. From what has already been published, it may easily be inferred that the question at issue is the simple, but far-reaching one, of priority in the matter of invention—that is, whether the originator of the method for conveying articulate sounds to a distance by means of electrical apparatus was Alexander Graham Bell, or an obscure artisan of Eberley's Mills, Cumberland county, Pa., named Daniel Drawbaugh. On the side of the former is arrayed a monopoly, which within the past few years has grown to vast proportions, and which, if in the wrong, is most gigantically in the wrong; on the other stand a few men who have the utmost confidence in the claims of a man whose genius and poverty alike speak in his behalf.

For years Daniel Drawbaugh's neighbours, though they were cognizant of his labours, and had such perception of his achievements as was possible to their ignorance, laughed at him as a "visionary lunatic," and condemned him for wasting his mind on mere toys that could never be of any use to the world. All his appeals to others for such assistance as might enable him to obtain patents on his invention were futile. He was not a man to conciliate the prejudices of other people. "I found him," says one very observing gentleman, "a person of no great amount of education. He had done some little reading, and had got hold of some information regarding the work that he was on, and had managed to pick up a few salient facts; he had a general idea of a great many things, and I think he had mastered the fundamental principles of science. Indeed, there is no question about that, I confess, when I was first introduced to the man, I distrusted him, because I could not see how a man of that sort could hit upon such a discovery. I questioned him and I talked to him. He is a small, rather thick-set man, and when interested speaks very fast, as if his ideas came more rapidly than he could give them utterance. He will start out on a subject, and again he will go off on to something else. His English is pure enough, yet I noticed that he said 'voltage' for 'voltaic.' I don't think any one could talk to him five minutes without seeing that he was more than an ordinary man."

Ever since 1855, Drawbaugh had been experimenting with electrical apparatus, and as early as 1864 he had perfected a telephone consisting of a rude cylinder containing the electric apparatus and attached by wires on the one hand to a transmitter, and on the other to a receiving disc or diaphragm, which he claimed, in the hearing of credible witnesses at the time, "would talk twenty miles and was something like the telegraph." Before November 20, 1866, he had a working telephone, the transmitter of which was placed in an old teacup, and in that instrument used various forms of carbon as conductors for modifying the electric current, an invention which Edison claims to have made in 1877. In 1868, eight years before Bell's first patent was obtained, Drawbaugh had made another instrument by taking an old tumbler, coating the inner surface with plaster of Paris, and placing within a low conductor to modify the electric current. This was used as a transmitter, and was connected by wires with a receiving instrument, consisting of a tin box strapped to a board. One end of this box was covered with parchment, to the centre of which was attached a small soft iron armature, and opposite this armature was fixed an electromagnet consisting of two coils. By this instrument the inventor was able to transmit vocal sounds, and numerous neighbours of his have testified that they used it, had heard him talk through it, and understood the words he spoke. Up to this time he operated entirely by voltaic currents, but somewhere about the beginning of 1870 he constructed and operated a magneto-electric telephone, which is yet in existence. In principle this is exactly the same with the discovery which Bell claims to have perfected about June 2, 1875. This old instrument placed by the Bell instrument bears a striking resemblance to it. In 1871, four years before Bell's first discoveries, and five years antecedent to the earliest telephone known at the patent office, Drawbaugh made another instrument on the same principle, but slightly different in construction. This was followed in 1874 by another, which is still capable of excellent service. Two of his

magneto instruments made in 1874 are still in existence, and are as perfect in point of utility as any telephone now in use.

During subsequent years, Drawbaugh made numerous instruments, all of which have been preserved, and his late experiments have proved so successful that by the use of resistance coils as a test of distance, he has shown that speech could be clearly transmitted to a hearer 600 or even 1,000 miles away. It was his miserable poverty alone that kept the man from making known to the world his wonderful discoveries. With all his genius he was not a man to make money, and he was not a man to convince others of things that were plain to his own mind as noonday.

It was not until 1880 that, by accident, two gentlemen of Harrisburg, Pa., who were capable to judge in such matters, took the matter up. The organization of the People's Telephone Company was followed at once by the challenge from the Bell Company, the result of which is nearing a decision. It is impossible to think of two sides to a story so simple and yet so overwhelming. The statement of a thorough expert in these matters, who went to Drawbaugh's shop a sceptic and who returned convinced, shows how unanswerable is the testimony of Drawbaugh's works when these are allowed to speak for themselves: "I went down to the shop, and all the instruments were given to me to do what I liked with them. I repeated all the experiments, even to taking the wires apart, and left Drawbaugh's shop perfectly satisfied that all I heard of his experiments was true. Drawbaugh's was one of those enquiring minds who noticed that when he struck his fist against a door or anything of that kind the noise was transmitted to the other end of the substance, whatever it was. After making several experiments with regard to sound he came to the conclusion that it could be transmitted a very long distance. This was his first point. He had been experimenting for years with electricity, and in 1864 he combined this with his discovery of the principal of the transmission of sound and produced the microphone. What surprised me as much as anything in respect to this man was his wonderful versatility. One would suppose that when a man got an idea of this kind he would try to work it out in one way; but Drawbaugh goes off on one track after the carbon telephone, on another after the microphone, and again after the magnetic telephone, and it is easy to trace the development of his inventions from year to year. I will now relate an experiment that I made with Drawbaugh's instruments. I had a line put up between the back room of Drawbaugh's shop and a room entirely outside the building, and I put on a telephone of Drawbaugh's invention and one of Bell's. I could hear speech transmitted through it. Then I took off Bell's telephone and put on another of Drawbaugh's and articulate speech was transmitted through it perfectly.

The logic of all this is plain. The real inventor of the most wonderful instrument of modern times deserves recognition at the hands of blind justice and a tardy public. Surely a machine that was perfected in 1871 cannot be called an infringement upon a device which cannot claim to have existed before 1876. Thus far 120 witnesses have been examined, who have clearly established four facts:—(1) That Daniel Drawbaugh is the original discoverer of the telephone principle; (2) that his invention antedates Bell, Edison, Gray, and all other known devices of the kind; (3) that at no time since 1855 has he discontinued his efforts to perfect the instrument which he had originated; and (4) that the only reason why he did not obtain a patent on a machine, the value of which he thoroughly comprehended, was his poverty. Mr. Drawbaugh has himself been on the witness stand since December 7, and has been subjected to the severest cross-examination, conducted by such acute lawyers as Chauncey Smith, Esq., Boston, and others, who not only failed to disturb him in any way, but brought out involuntarily additional proofs of his previous statements.

—Traffic upon the New York, Lake Erie and Western Railway is increasing to such an extent that the Company has decided to double-track its line west of Hornellsville, thus perfecting a double track for the entire length of the road. The means have already been provided from the sale of the \$2,500,000 prior lien bonds, which, under the reorganization were reserved in the treasury for improvements.

ELECTRICITY AND LIGHT-HOUSES.

The electric light has of course occupied much of the thought of all light-house establishments, and it is now in use in several English and French light-houses, but it is still a question as to whether there is any special advantage in its use. In ordinary weather the present first-order lights can be seen as far as the curvature of the earth will permit; in fog no light can be seen, the sun itself being obscured. As we can never hope to make an artificial light as powerful as the sun, the question of the practicability of furnishing a light which will show through a fog may as well be dismissed at once and the question as to what kind of light can be seen for the greatest number of hours in the year is the one to be decided, and this is one not so easily answered as one may casually think. The extreme whiteness of the electric light and its deficiency in red rays seems to be a great defect. Very conclusive French experiments seem to show that such deficiency is fatal to the penetrative power of a light. These experiments, made under Governmental supervision, are very striking, especially when it is remembered that from 70 to 90 per cent. or more of the original white light is cut off by the invention of the red medium. The following is the official report on this subject: "Five flames regulated in such a way that four of them being covered with glass coloured red of copper, silver, or gold all appeared of the same photometric intensity observed at .80 of metre distance. The intensity had been fixed at .005 of a candle burner, so that the limits of ranges could be reached without going outside the enclosure of the Champ de Mars, within which the experiments were made. The sky was clear, the night dark, and the observers, four in number, reported as follows:

1. At a distance of 500 mètres the white light ceased to be visible, while the red lights, except the red of gold, were still quite bright.

2. At 750 mètres the same lights remained visible, but the red light was distinct only in the light which was covered by a glass coloured very strongly with copper, its absorption being estimated at ninety-nine one-hundredths of the white light. Other experiments with more powerful lights were made under the same atmospheric conditions, but it was always found that the intensity of the red light diminished much less rapidly than the white as the distance increased. The red of copper in every instance was found superior to that produced by any other metal.

The report of trial in fog is as follows: "The red lights are much superior to the others, because red rays are much less obstructed in their passage through them; the red rays of white lights pass through such fogs, while the others are rapidly absorbed, and green lights after becoming white, rapidly diminish in intensity. * * * Five reflectors producing white lights of about 60 candle burners in the axis were observed during fog. The light of the first was uncoloured, that of the second red by gold, that of the third red by copper, that of the fourth green, and that of the last blue. All ceased to be visible at a distance of 1,600 mètres. The colour of the red of gold was with difficulty distinguishable at 1,500 mètres, while that of the red light coloured by copper was still well defined. The green light disappeared at 1,000 and the blue light at 530 mètres." This is a very extraordinary result, it being remembered that possibly quite eighth-tenths of the original light being obstructed by coloured medium, the remaining two-tenths, wholly red carried as far as the unobstructed white light of five times the intensity. It shows that the primal intensity is not always a surety of furthest range, but that of two given lights the one having the greatest quantity of red rays is the best. The Light-house Board has several times asked for an appropriation to make the necessary experiments on a large scale with an electric light, but has heretofore been refused. It is intended, if the request for the \$50,000 needed is granted by the coming Congress, to establish an electric light in one of the towers of the Highlands of Navasink Light-house, where the two lights of this station, being 228 feet apart, an excellent base is afforded for comparative experiment; the Sandy Hook Light-houses and the two light-ships off Sandy Hook will afford excellent stations where the observations of intensity and visibility can be made.—*Aids to Navigation—Lieut.-Commander P. E. Chadwick.*

THE HUDSON'S BAY COMPANY.

A London paper says: "The stock of this company has now become a standard and favourite investment—not only in this city, where upwards of half a million of dollars is supposed to be invested upon it, but all over the country and especially in Montreal, Toronto and Hamilton, where much of it is held as a permanent investment. Nor is this to be wondered at when the great resources of the company are taken into consideration, but it is strange that so little is known of the company itself, even by the persons who have placed large portions of their means in its keeping.

The company was incorporated in the reign of King Charles the Second, under the name of "The Governor and Company of Adventurers of England Trading in Hudson's Bay." Prince Rupert was the first Governor of the company, and gave its name of Rupert's Land to a large portion of the North-West. Among the subsequent Governors of the Company have been Lord Selkirk, the Earl of Kimberly, Sir Edmund Head, and Sir Stafford Northcote. Its operations were almost entirely confined to trading until the recent opening up of the country has disclosed to the world its magnificent resources, and its importance as a trading company has sunk into insignificance compared with its resources as a landed company. The stock of the company was fixed at £2,000,000 sterling in 1867, divided into 100,000 shares of £20 each.

In 1869 it surrendered to the Dominion its territorial rights over the whole North-West, receiving in exchange the following:—

1st. £300,000 sterling in cash.

2nd. An agreement from the Dominion for the grant in fee simple of one twentieth of the whole of the land in the fertile belt.

3rd. Fifty thousand acres of land to be selected by the company around its trading posts.

The £300,000 cash was divided amongst the shareholders of the company in the shape of a return of capital, leaving the stock at £1,700,000—say about \$8,250,000—divided into 100,000 shares of £17 each.

The property of the company now consists of the following:—

1st. Their stock-in-trade, furs, ships, goods, &c.—estimated at \$4,500,000.

2nd. The proceeds of lands sold in Manitoba, Winnipeg, &c., amounting to about \$5,000,000, including purchase moneys not yet due.

3rd. Lands remaining unsold at Winnipeg, Portage La Prairie, Qu'Appelle, Edmonton and other towns and posts, about 45,000 acres; the value of which can hardly be calculated.

4th. One-twentieth of all the land in the fertile belt, excepting what has been sold in Manitoba. This one-twentieth is said to comprise about 7,700,000 acres, according to the latest estimates, of which some 400,000 is sold, and the present value of what remains may be roughly estimated at \$4 an acre.

A considerable advance in the market price of the shares has recently taken place, based in some measure, no doubt, upon the recent announcement by the directors of their intention to return the capital of the shareholders as the lands are realized, but chiefly probably owing to the fact that English and Canadian capitalists have at last become alive to the enormous and increasing value of the property of the company.

It is a singular example of the difficulty the English investor finds in believing that anything good can exist in "our colonies," that he should have been scattering his money all over the world in every kind of unlikely enterprise, while the shares of this company, intrinsically worth from \$350 to \$400 each, were selling under his nose at \$130.

The electric light has found its way into India. At Calcutta the public gardens are lighted by it, and the Elgin mills at Cawnpore also. Perhaps the large mills in Bombay will take up the system, though one extensive owner raises the objection that other mills would then also adopt it, thus making it possible to work all the 24 hours, rendering the competition more severe than ever. Houses are likely to use the system, for gas is unknown in some parts of India, and in hot weather it cannot with comfort be used anywhere.

THE SUEZ CANAL.

The following figures show the growth of the traffic of the Suez Canal during a period of 10 years ending in 1880:

Years.	Ships.	Tons.	Receipts.
1870.....	486	435,911	5,153,327f
1871.....	765	761,467	8,993,732f
1872.....	1,082	1,439,169	16,407,591f
1873.....	1,173	2,085,072	22,897,319f
1874.....	1,264	2,423,672	24,859,383f
1875.....	1,494	2,940,708	28,883,302f
1876.....	1,457	3,072,107	29,974,998f
1877.....	1,663	3,418,949	32,774,344f
1878.....	1,593	3,291,535	31,098,229f
1879.....	1,477	3,236,942	29,686,060f
1880 (Jan. 1 to Sept. 30).....	1,544	3,088,851	30,028,304f

—London Shipping and Mercantile Gazette.

THE PROPOSED RAILWAY FERRY AT QUEBEC.

The *Quebec Chronicle* furnishes the following interesting details with reference to the above project:—

"It is known to be a settled fact that Quebec is to have the Railway Ferry so much desired here, between this city and Levis, but few of our readers are probably aware of the ingenious contrivances by which it is to be operated, so as to insure all difficulties from ice being thoroughly surmounted. The plans of the works to be erected at either side of the river have earned the admiration of all engineers and others who have inspected them, and have been prepared by Mr. A. Davis, the Mechanical Superintendent of the Q. M. O. & O. Railway. A travelling crane will be built on the wharves on each side of the river, which will be propelled, if necessary, a distance of 32 feet backwards and forwards along a tramway running back from the river. On the ferry boats will be tracks moved by endless chains, which will be capable of being from some 150 to 200 feet on deck, so as to be brought directly under the crane. The latter is so designed that it will lift bodily a cargo containing rails and a loaded car, and transfer it from the wharf to the steamboat, and vice versa. The whole operation will not occupy more than three minutes. A railway car weighs about ten tons, and fully loaded will not carry more than thirteen to fourteen tons, while the cranes in question will be capable of lifting 85 tons. On account of the distance which the cranes may travel along the wharf, it will be understood that no obstruction from the ice need be apprehended, since the operation of transferring cars will proceed, even though the boats may not be able to approach nearer to the wharves than a distance of 32 feet. The cost of the ferry is estimated at \$185,000, of which the Local Government have promised to pay one-half."

MONEY AND STOCKS

There has been little alteration in the Money market since this day week, the supply of mercantile paper has not been large, and no difficulty has been found in discounting the best sort at from 6 @ 7 per cent., Call loans having been made at from 5 @ 6, 5 where the collaterals have been ample. Little has been done in Sterling Exchange, but the market to-day closes firm, in consequence of the Government being again in the market for £125,000. The rates are 10½ @ 10¾ for demand, 9 3 16 @ 9¼ for 60-day bills, and 9¾ over the counter. Exchange on New York is quoted at from 1-16 @ ¼ premium. On the Stock market a large business has been done at a big advance in prices. Bank of Montreal closes 5 stronger at 210, other stocks have likewise improved very considerably. In the course of the past month the quotations of the principal stocks, the rise in which has been most marked, compare as follows:—

	Feb. 2.	March 2.
Montreal	198½	210½
Ontario	60½	62½
Molsons	123	128
Toronto	165	175½
Jacques Cartier.....	113	117½
Merchants	126½	133
Commerce	139½	145½
Exchange	138	146½
Richelieu	54	57½

STOCK AND SHARE LIST.

Montreal, March 2nd.

STOCKS.	CAPITAL,	Value o Shares.	Last Hf-yearly Dividend.	Sellers, per cent.	Buyers, per cent.
Bank of Montreal.....	\$ 11,999,200	\$200	4 p.c.	210½	210½
Ontario Bank	2,998,136	40	3 p.c.	63	62½
Bank B.N.A.	4,866,666	£50	2½ p.c.	.....	.....
Banque du Peuple.....	1,600,000	.....	2 p.c.	90	89½
Molsons' Bank.....	2,000,000	50	3 p.c.	130	127½
Bank of Toronto.....	2,000,000	100	3½ p.c.	175	174½
Banque Jacques Cartier.....	500,000	25	2½ p.c.	118	115
Merchants' Bank.....	5,614,570	100	3 p.c.	133½	133
Banque d'Hochelega.....	680,060	.....	.....	.....	.....
Eastern Townships Bank.....	1,392,755	50	3½ p.c.	121	119½
Quebec Bank.....	2,500,000	100	3½ p.c.	.....	108
Banque Nationale.....	2,000,000	50	3½ p.c.	.....	88½
Union Bank.....	1,992,990	100	2½ p.c.	95	92
Canadian Bank of Commerce.....	6,000,000	50	4 p.c.	146	145½
Dominion Bank.....	970,250	50	4 p.c.	.....	.....
Bank of Hamilton.....	751,750	100	3½ p.c.	.....	.....
Maritime Bank.....	.....	100	.....	.....	.....
Exchange Bank.....	500,000	100	4 p.c.	.....	146½
Ville Marie.....	458,920	100	.....	100	95
Standard Bank.....	547,350	50	3 p.c.	.....	.....
Federal Bank.....	1,251,310	100	3½ p.c.	165	164
Imperial.....	1,000,000	100	3½ p.c.	.....	.....
MISCELLANEOUS.					
Intercolonial Coal Co.....	.....	100	.....	42	41½
Huron Copper Bay Co.....	.....	.....	.....	.....	.....
Montreal Telegraph Co.....	2,000,000	40	4 p.c.	127½	127½
Dominion Telegraph Co.....	1,000,000	50	2½ p.c.	96	94
Richelieu & Ontario Nav. Co.....	1,500,000	100	2½ p.c.	58	57½
City Passenger R.R.....	600,000	50	6 p.c.	136	135
City Gas Co.....	1,800,000	40	5 p.c.	173	172
Merchants' Exchange.....	.....	100	3 p.c.	.....	.....
Cie. Pret et Credit Foncier.....	.....	.....	4 p.c.	.....	.....
Quebec Fire Assurance.....	.....	100	5 p.c.	.....	.....
Montreal Invest'ment Assoc'n.....	.....	.....	.....	.....	.....
Canada Cotton Co.....	500,000	100	.....	140	135
Canada Paper Co.....	.....	100	.....	.....	.....
Canada Shipping Co.....	.....	.....	.....	97½	95
Dundas Cotton Co.....	400,000	.....	5 p.c.	127½	127
Graphic Printing Co.....	500,000	.....	.....	50	.....
Montreal Loan & Mortgage Co.....	525,000	50	3½ p.c.	*109	*102½
Montreal Invest. & B'dg Co.....	481,027	50	3 p.c.	70	65
Royal Canadian Insurance Co.....	300,000	100	5 p.c.	55	51
Canadian Landed Credit Co.....	.....	100	4½ p.c.	.....	.....
Bell Telephone Co.....	.....	.....	.....	.....	.....
Montreal Cotton Co.....	370,000	.....	.....	174	170
Huron Cotton Co.....	403,333	.....	.....	93½	92½
L. Champlain & St. Law. J'n R.R.	.....	.....	.....	193	192
Canada Central Railway Bonds	.....	.....	.....	111	110
St. Paul, M. & M.R.R.	.....	.....	.....	.....	.....
Dominion Stock, 5 p.c.	.....	.....	.....	.....	.....
Dominion Bonds.....	.....	.....	.....	.....	.....
Dominion Tel. 5 p.c. stg. Bonds	.....	.....	.....	.....	.....
Government Deb. 6 p.c. stg.	.....	.....	.....	.....	.....
Government Deb. 6 p.c. cy.....	.....	.....	.....	.....	.....
Government Deb. 5 p.c. stg.	.....	.....	.....	.....	.....
Government Deb. 5 p.c. cy.....	.....	.....	.....	.....	.....
Montreal Harbour 6½ p.c. bds.	.....	.....	.....	.....	.....
Montreal Harbour 6 p.c. bds.....	.....	.....	.....	.....	.....
Montreal Harbour 5 p.c. bds.....	.....	.....	.....	.....	.....
Montreal 5 p.c. bds.....	.....	.....	.....	.....	.....
Montreal W.W. bds.....	.....	.....	.....	.....	.....
Montreal 7 p.c. stock.....	.....	.....	.....	.....	.....
Montreal 6 p.c. stock.....	.....	.....	.....	.....	.....
Montreal 5 p.c. stock.....	.....	.....	.....	.....	108

*Ex dividend.

The pile-driver used for the building of the Morgans' Texas Railroad bridge may be considered the largest in the world, as it has a hammer which weighs 10,000 pounds. The leaders are ninety feet high, and constructed on hinges which admit of the leaders and hammer being inclined so as to drive a pile at any angle. The barge on which the pile-driver rests is forty feet wide, eighty feet long and five feet deep. There are two engines, with 11½ seconds by 24 seconds cylinders. The hammer was made of extra weight because it would drive the piles farther with less exertion of force and less injury to the top of the pile.

CANADIAN RAILWAYS.
LONDON QUOTATIONS, FEB. 10TH, 1882.

AUTHORIZED ISSUE.	NAME.	CLOSING QUOTATIONS.
£		
300,900	Atlantic and St. Lawrence Shares.....6 p.c.	129 131
147,300	Do. Sterling Mortgage Bonds.....6 "	" "
52,513	Do. 3rd Mortgage Debentures.....6 "	" "
297,600	Buffalo and Lake Huron....." "	11 11½
466,158	Do. 1st Mortgage Pref. Bonds....." "	119 121
500,000	Do. 2nd Mortgage.....5½ "	119 121
500,000	Canada Central 5 p.c. 1st Mortgage Bonds int. guaranteed by G. of Canada....." "	105 107
10,986,786	Chicago & G. T. 1st Mortgage Cp. Bonds....." "	105 107
423,300	Do G. Tr. June. 5 p. c. Bonds....." "	102 104
2,500,000	Grand Trunk of Canada Con. Stock....." "	16½ 16¾
500,000	Do. Equip. M. B., 1st ch.....6 "	7¾ @ 7¾ dis
3,218,149	Do. New Stock Prov. Certs....." "	120 122
2,327,808	Do. 2nd do....." "	98 99
7,166,911	Do. 1st Preference Stock.....2 "	80½ 80¾
2,686,246	Do. 2nd do....." "	34 34½
1,000,000	Do. 3rd do....." "	110 111
299,159	Do. Perpetual Debenture Stock.....5 "	" "
505,753	Do. Scrip issued at 105....." "	" "
2,423,420	Do. do. [90 pd]....." "	" "
1,000,000	G. W. of Canada Shares.....1 "	11½ 11¾
450,000	Do. Preference.....5 "	100 102
134,700	Do. Perpetual Debenture Stock.....5 "	110 112
66,700	Do. Bonds repayable 1890.....6 "	107 109
90,000	Ham. and N. W. 1st Mortgage 6 p.c.....6 "	106 108
525,000	International Bridge Mort Bds, 1st Series....." "	" "
650,000	Do. 2nd do....." "	" "
285,000	Island Pond, S. M. D. S....." "	" "
150,000	Midland of Canada Sterling, 1st Mortgage, 1908....." "	88 92
50,000	Nor. of Canada, 1st Mortgage.....5 p.c.	103 105
50,000	Do. 2nd Preference Bonds.....6 "	102 104
50,000	Do. Preference Stock.....6 "	63 67
50,000	Do. 3rd Preference Bonds A....." "	" "
133,020	Do. do. B....." "	" "
44,400	Northern Extension.....6 "	107 109
555,000	Do. Improved Mortgage.....6 "	107 109
150,000	St. John and Maine....." "	32 36
310,900	St. Law and Ottawa Sigs 1st Mort Bonds.6 "	" "
532,000	Toronto, G. & B. Stg. Bonds, 1st Mort....." "	68 72
	Wellington, G., & B. Bonds, 1st Mort.7 "	87 89
	Quebec Central 1st Mortgage Bonds Sep.5 "	82 86

GOVERNMENT SECURITIES.
LONDON QUOTATIONS, FEBRUARY 10TH, 1882.

Issue.	Dividends Due.	Name.	CLOSING PRICES.
£			
150,000	Jan & July	B. Columbia, 1907, 6 p.c.....	115 117
100,000	April & Oct	Do 1894, 6 p.c.....	112 114
1,288,000	Jan & July	Canada, 1881, 6 p.c.....	" "
4,354,342	Jan & July	Do 1882-4, 6 p.c.....	100 105
1,303,091	Jan & July	Do 1885, 5 p.c.....	102 104
480,000	April & Oct	Do 1885, Ins. Stk., 5 p.c.....	102 104
6,885,100	May & Nov	Do Dom. of 1903, 5 p.c., p.c. Skg. fd.....	111 114
4,916,707	May & Nov	Do 1904-5-6-8, 4 p.c. ½ p.c. Skg. fd.....	104 105
3,000,000	April & Oct	Do do Ins. Stock, 4 p.c.....	104 105
1,500,000	April & Oct	Intercolonial Ry. 1903-8 g. by Imp Gov.....	113 115
1,500,000	April & Oct	Do 1910 do.....	" "
300,000	April & Oct	Do 1913 do.....	" "
225,000	Jan & July	Do Rupert's Land, 1904 do.....	" "
166,000	Jan & July	New Brunswick, '86, '91, 6 p.c.....	106 108
220,000	Jan & July	Nova Scotia, 1886, 6 p.c.....	106 108
800,000	May & Nov	P. Edward Island 6 p.c.....	100 102
860,000	May & Nov	Quebec (Prov. of) 5 p.c.....	108 110
878,600	Jan & July	Do 5 p.c.....	108 110
		Do 4½ p.c., issued in Paris.....	99 101

FOREIGN TELEGRAPHS.
LONDON QUOTATIONS, FEBRUARY 10TH, 1882.

Stk.	100	NAME.	49½	50½
Stk.	100	Anglo-American Cable, Limited.....	77½	78½
Stk.	100	Do Preferred.....	20½	21½
Stk.	100	Do Deferred.....	10½	10¾
20	20	Direct United States Cable, Limited, 1877.....	100	103
100	100	Do 6 per cent. Debentures, repay, 1884.....		

BRITISH INSURANCE COMPANIES.
LATEST QUOTATIONS, FEB. 10TH 1882.

Authorized Issue.	1st Y's Divdnd Pr. Shr.	Name.	Shares	Paid up.	Closing Prices.
£ s. d.					
100,000	1 0 0	City of London, F. Limited.....	10	1	1¾ 1¾
50,000	3 10 0	Commercial Union.....	50	5	22½ 23½
20,000	7 0 0	Guardian.....	100	50	71 73
12,000	0 8 0	Imperial Fire.....	100	25	145 150
00,000	0 8 0	Lancashire.....	20	2	7½ 8
100,000	0 8 0	Lion Fire.....	10	2	1½ 1½
192,000	0 16 0	Lion Life, Limited.....	10	2	1½ 2
87,504	0 16 0	Liverpool, London and Globe, F.L.....	20	2	20½ 20½
49,026	3 0 0	Do. £1 annuity.....			22 24
35,862	0 5 0	London.....	25	12½	62 64
40,000	0 5 0	London and Lancashire, F.....	25	2½	4½ 5
10,000	0 1 4	London and Lancashire, L.....	10	27/	1¾ 1¾
40,000	3 5 0	North British and Mercantile.....	50	8½	68 70
30,000	2 10 0	Northern.....	100	5	53½ 54½
6,722	10 10 0	Phoenix.....			325 335
200,000	0 3 6	Queen.....	10	1	3¾ 3¾
100,000	1 5 0	Royal Insurance.....	20	3	29½ 29½
10,000	3 10 0	Standard Life.....	50	12	74 74½
4,800	27 0 0	Sun Fire.....			455 465
4,000	2 14 0	Do. Life.....	100	10	85 87

LAND AND INVESTMENT.
LONDON QUOTATIONS, FEBRUARY 10TH, 1882.

34	34	NAME.	40	43
1	1	British American Land.....	90	92
17	17	Canada Company.....	28½	29½
		Hudson's Bay.....		

BANK OF ENGLAND.

Table showing the Circulation, Bullion, Deposits, Securities, Reserve and Rate of Discount, for three months ending 8th February 1882:—

	Coin and Bullion.	Gold in from Ab'd or out for Export.	Circulation in Bank of En. exclud'g Bk Post Bills.	Deposits.	Securities in Banking Department.	Reserve.	Rate of Dis't.
Nov. 2	20,800,535	55,000 in	26,476,555	26,672,825	31,455,161	10,133,980	5
" 9	20,727,368	1000	26,109,540	26,523,340	31,000,326	10,367,820	"
" 16	20,651,019	127,000 out	25,985,570	26,115,821	33,889,343	10,145,410	"
" 23	20,610,746	288,000 out	25,551,275	26,494,439	33,504,896	10,801,171	"
" 30	20,588,798	218,000 out	25,569,798	26,104,734	36,186,280	10,798,913	"
Dec. 7	20,785,047	65,000 out	25,445,350	27,761,418	34,568,992	11,089,657	"
" 14	20,792,840	161,000 out	25,292,070	28,043,278	34,653,940	11,219,870	"
" 21	20,751,205	58,000 out	25,224,205	28,985,805	35,568,448	11,270,910	"
" 28	20,316,091	115,000 out	25,510,870	30,549,219	37,834,513	10,556,121	"
Jan. 4	20,219,034	114,000 out	26,161,075	31,117,495	39,241,695	9,837,950	"
" 11	20,262,174	188,000 out	25,937,385	29,037,556	37,105,178	10,971,789	"
" 18	20,549,952	5,000 out	25,413,490	28,555,978	35,878,507	10,566,462	"
" 25	20,400,920	427,000 out	25,174,765	27,981,145	35,149,570	10,076,465	"
Feb. 1	18,772,387	1,918,000 out	25,347,206	29,230,649	38,280,837	9,175,182	6
" 8	19,301,065	211,000 in	25,115,355	29,734,145	38,954,002	9,935,710	"

A discovery of marble has lately been made in the district of Thunder Bay. It is pure white, rather soft, and takes a good polish. We have been favoured with samples. A small piece we have had turned and polished, and it makes a very pretty button. The exact location has not been stated, but it is in the neighbourhood of the Mattawan River, a short distance only from Prince Arthur's Landing, and can be easily reached by railroad. Capital is wanted to secure the property, which at present belongs to the government. Any information on the subject may be had by addressing the editor of the *North Shore Miner*.

We are glad to learn from the *Winnipeg Free Press* that the science of telegraphy is achieving triumphs in the North-West. Winnipeg and Toronto are said to be working admirably in one through circuit, and messages are being flashed through from either of these extreme points to the other, a distance of 1,800 miles. The circuit is by way of St. Paul, through repeaters to Chicago and Toronto. These repeaters are automatic and the service requires only a transmitter and receiver at either end. This is a telegraphic achievement of which the Great North-Western Company and its ally the Western Union have reason to be proud, and shows that the former company is perfecting its services in that vast territory.

RAILROAD EARNINGS.

Q., M., O. & O. RAILWAY—COMPARATIVE TRAFFIC EARNINGS.

	Passengers.	Freight.	Mails and Sundries.	Total.
Dec. 1881.....	41,978.16	34,138.71	3,638.71	80,115.58
Dec. 1880.....	31,359.29	25,200.10	5,672.90	62,231.39
Increase	10,618.87	8,938.61	.....	17,884.19
Decrease .....	.....	.....	2,033.29	.....
Week ending Feb. 23rd, 1882.....	10,761.49	9,335.69	475.00	20,572.18
Week ending Feb. 23rd, 1881.....	8,964.97	9,149.80	418.00	18,532.77
Increase	1,796.52	185.89	57.00	2,039.41
Decrease .....	.....	.....	.....	.....
Jan. 1 to Feb. 23, 1882.....	67,887.61	57,716.51	3,625.00	129,229.12
Jan. 1 to Feb. 23, 1881.....	56,331.98	46,439.69	3,052.80	105,824.47
Increase	11,555.63	11,276.82	572.20	23,404.65

The gross earnings of the Chicago and Alton Railroad for 1881, according to the annual report just issued, were \$7,537,740, which is \$132,000 less than the preceding year. The operating expenses were \$83,000 more than preceding year. The net earnings were \$3,408,027, against \$3,625,402 for 1880. The falling off is due in a certain extent to the war on passenger rates between Chicago and Kansas City.

The earnings of the South-Eastern Railway for the week ending Feb. 21, 1882, were \$7,140.23, being an increase of \$933.81 over the corresponding week of 1881, and from July 1, 1881, to February 21, 1882, \$811,076.64, an increase of \$98,625.49 over same period of last year.

The gross earnings of the Buffalo, Pittsburg and Western Railroad for January were \$53,084.19; operating expenses, \$27,387.23; net earnings \$25,746.96, an increase, as compared with corresponding month of last year of \$17,072.77.

The earnings of the St. Paul, Minneapolis and Manitoba Railway for the third week of February were \$85,700, being an increase of \$29,850 over the corresponding period of last year.

The earnings of the Chicago, St. Paul and Omaha Railway Company for the third week in February were \$78,426, an increase of \$38,777 over the corresponding week last year.

The earnings of the Chicago, Milwaukee and St. Paul Railway Company for the third week in February were:—1882, \$349,000; 1881, \$206,035. Increase, \$142,965.

A MONSTER LOCOMOTIVE.

A large engine planned for use over the heavy grade of Tehatchepi Pass, on the Southern Pacific Railroad, is now being constructed at the railroad shops in Sacramento, Cal. It will run only between Caliente and Nojave, a distance of forty-five miles, and will be the heaviest and most powerful railroad engine in the United States. Its weight will be, when in running order, about 60 tons, or about one-half greater than the present strongest engines. This is exclusive of tender; including the latter, and the fuel and water for use, the weight of the engine will be about 90 tons. The hauling capacity will also be one-half greater than any engine now in use by the company, and it is expected it will draw 12 full loaded cars over the pass, as against from 7 to 9 cars—the largest number now taken over the loop by a single engine. It will have four pairs of driving wheels, $4\frac{1}{2}$ feet in diameter, with open truck forward. Every part is increased in size and strength in proportion to the increased power it is to have. The cylinders are to be 19 inches in diameter, with 30-inch stroke, as against 18 inches diameter and 24-inch stroke, which is the largest the company now have. The boiler will be of peculiar construction, the furnace grate being 9 feet in length, with an extra combustion chamber about 4 feet in length, making the total length of the furnace something over 13 feet. The boiler will contain 167 tubes, 2 $\frac{1}{2}$ inches in diameter and 12 feet long, and the outside shell will be made of steel 7-16 inch in thickness. A change from the usual style of construction will be made in the rear end of the boiler by projecting it back into the cab a considerable distance, which is done to increase the length of the engine. The top of the portion which extends back into the cab is dropped down, however, about two feet, leaving only sufficient room for water and the crown-sheet. This drop will give sufficient room in height for the engineer to stand in the cab, and will also reduce the temperature to which he would otherwise be subjected. It is expected to have the engine completed and ready for a test of its powers early in March.

THE RAILWAY WORKSHOPS IN MONTREAL.

The Q., M., O. & O. R.R. workshops in course of erection at the corner of Colborne Avenue and St. Catherine street, are rapidly approaching completion, and the greatest activity prevails as regards building operations and pushing forward the work generally.

Of the six buildings which will comprise the workshops, four are nearly completed; the foundations of the remaining two will be commenced next week. When all are finished, the buildings will occupy a space of 735 feet long by 346 wide. The two principal buildings are the machine shop and the car building shop, the former, partly two stories high, is 274 feet long by 85 wide, the latter 250 by 75 wide and two stories high. The boiler house is 50 feet in length by 37 in width and one story high. The chimney, not yet finished, will be 120 feet high. The paint shop is 65 feet wide by 201 long. The store department and offices will comprise a building 45 by 80, two stories high. The turn-table and engine-house will be 181 feet long by 115 wide and of one story. All the buildings are of brick with stone foundations, and of the most substantial description, the internal fittings being in correct keeping with the whole. The offices are specially well adapted for the purpose, combining convenience with airiness and good ventilation. The shops will be approached by rail from St. Mary street by way of Perthuis street, the principal entrance being on St. Catherine street; no pains are being spared to make access to and egress from the yards convenient and easy, the grounds being carefully levelled, and ample room provided for loaded vehicles to turn without hindrance to each other.

The contractors, Messrs. St. Louis & Bros., began the work in November last, and expect to complete it about June. The entire cost will be in the neighbourhood of \$50,000. The bricks, of which there are a little over 2,000,000 in the buildings all told, were made by Peel & Co., Montreal. The architect is Mr. Hoare. About 150 men were employed daily on the brick work. It is expected that at least 600 operatives will find employment in the shops as soon as opened. Altogether, the new "Occidental" Railway shops are a credit to their projectors, and will compare favourably with any in the Dominion.

THE LOCOMOTIVE ENGINEER.

Like other men, sailors, for instance, these engineers get queer. They have a fashion, like sailors by their ships, of endowing the engines with sex and life. "She" moves and lives in their conversations, and very curious to an outsider is their characterization. "She took her load up the grade and never coughed above her breath," was the grave statement of one solemn-looking engineer, and Jack Williams once assured the writer that the silver engine, America, was a "holy beauty." Sometimes the engineer, the "driver," as the English call him, conceals his affection under a pretense of seriously speaking of "her" as "an old kettle" and an "old scrap heap," but "she" knows he don't mean it. Sometimes we are told that "she don't do her work," and that nobody can tell the reason why, and then "she" is compared unfavourably with a well disposed engine who never sulks. Lastly, we have it on good authority that there are loud, pretentious engines which are unworthy of confidence. Some years ago a fine, respectable looking engine was employed in the Central Branch yard, and she sported a whirle of unusual sonorousness. Thinking, perhaps, to please the gentleman on her foot-board, a friend not in the railroad business ventured to compliment him on the fine "voice" of his engine. "Yes," was the sneering reply, "if you could jack that whistle up and build a new engine under it it would be a good idea," and so we turn sadly away from the south window, with the thought that we cannot trust to the appearance of anything in this world, not even a yard engine.—*Acheson Champion*.

A Brandon bridge company, just organized, has telegraphed the warden of that municipality that they will construct a bridge at First street at a cost of \$15,000, and deed it over to the municipality, free of cost, on the condition that the council will maintain it as a free bridge.

DE OMNIBUS REBUS.

It is stated that a company is being formed at the Saguenay for the purpose of purchasing a first-class steamer to run between Quebec and Ha Ha Bay.

THE total imports at New York for last week were \$11,175, 252, against \$8,907,346 for the corresponding period in 1881, and \$7,848,877 in 1880.

A large gang of men have been placed at work to make a road across the ice bridge from the Grand Trunk Railway Depot at Levis to the depot at Quebec.

No work is being done on the Panama Canal, and the huge excavators, capable of doing the work of 500 men, are rusting on side tracks. This is considered strange in the light of M. De Lessep's promises, so frequently made and as often broken, and rather ominous for the fulfilment of his prophecy that the work would be accomplished in four years.

THE Delaware and Hudson Canal Company has issued its report. It is concise, clear, comprehensive and satisfactory. Net profits were 10½ per cent. The Company's leased lines, upon which heretofore net earnings have been less than rentals (in one year to the extent of \$500,000) are now more than self-sustaining, having paid a net profit of \$26,182.53 in 1881, besides furnishing markets for 750,000 tons of the Company's coal.

THE transmission of the Budget speech over the telegraph wires deserves more than a passing notice. Congratulations have been extended to Mr. Higman, the efficient manager of the Great North-Western Telegraph office in the House of Commons, for the expeditious manner in which the Budget speech was transmitted over the wires. The company despatched 80,000 words of the Budget, many thousand of Sir Richard Cartwright's reply, special correspondence and more than one hundred and thirty telegrams of the tariff changes to Collectors of Customs on Friday, handling in all about 228,000 words.

WE are informed that the engineers who have been locating the route of the Murray Canal, report that Weller's Bay is too shallow for a safe harbour of refuge, and hence unsuited as the western or lake terminus of the canal. They report in favour of Presqu'isle harbour. Those who are acquainted with the localities mentioned know that Weller's Bay has a surface of three square miles, is about thirty feet deep, and the bottom is a stiff clay, thus affording a safe anchorage. It is also much more convenient for vessels entering from the lake in a west gale than Presqu'isle. It is somewhat remarkable, therefore, that the engineers should report in favour of the latter harbour. The opinion is freely expressed that the people of Brighton, who are particularly interested in the Presqu'isle scheme, have been talking soft velvet to the engineers. The choice of this harbour as a terminus for the canal would be a mistake.

PERSONAL.

—Mr. B. B. Hotchkiss, an American, inventor of the revolving cannon which bears his name, has been knighted by the King of Denmark.

—Mr. Latouche Tupper has severed his connection with the Government, having been appointed to a lucrative position in a North-West Land Company.

—Hon. Wm. Macdougall denies the statement that he has been retained to watch the interests of the Northern Pacific Railway in Parliament, but states that he is the legal adviser of the Manitoba South-Western.—*Winnipeg Times*.

—Mr. J. R. Pruyn recently resigned his position as Traveling Auditor of the Q., M., O. & O. Railway to accept an engagement on the Canadian Pacific Railway. On his leaving the first named position, his colleagues in the service presented him with an illuminated address bearing the signatures of all those who knew him intimately, from the general manager to the employes in the locomotive workshops. The address was accompanied by a more substantial souvenir of their esteem and good-will. It was an elaborate piece of work, and was another specimen of the excellence of such productions at the hands of Mr. Edwin Cox, of this city.

THE SHORTEST ROUTE BETWEEN AMERICA AND EUROPE VIA NEWFOUNDLAND.

A. L. Blackman, Esq., the Manager of the Newfoundland Railway Company, has been engaged, during the past month, in negotiating with the Nova Scotia and Dominion Governments for charters which will enable him to carry out his grand project of a short route between the Old World and the New, across Newfoundland. His negotiations have been attended with success, and he is likely to obtain all the concessions he asked for from the Dominion and Provincial Governments, in order to carry out his magnificent scheme, which is fraught with benefits of an international character, but special benefits to the countries which will be traversed by the new lines required to complete the chain of communication. No country will profit by the project, if carried out, nearly so much as Newfoundland. It would lead to the construction of 300 miles of railway, in addition to the 340 miles of local lines already under construction. The new line would be of the standard gauge of 4 feet 8½ inches, and would be in all respects a first-class railway, so as to permit the attainment of a high rate of speed. It would completely open up the island, unite the east and west coasts, make all the fertile and mineral lands accessible, and lead to an immense accession of population by immigration, and that within a brief period. In addition to the employment which would be furnished by the construction of such a line, the maintenance of it alone would cause an expenditure in the country of two and a half or three millions of dollars annually. A large increase of revenue would follow. Were this island to become the great travel-route between the two hemispheres, it is easy to see what benefits would flow from such a change, what monetary expenditure and quickening of life and energies from the visits of thousands of travellers from all quarters of the globe. This line would be the completion of the Canadian Pacific Railway. Newfoundland would become the wharf of America, and passengers landing here after the shortest ocean passage from the west coast of Ireland, would enter the railway cars, be whirled across the island, then borne by a short steam ferry of fifty miles, without quitting their carriages, to Cape Breton, and thence onward to all points of the continent. It is a splendid project, perfectly practicable, and sure one day to be carried into effect. It secures the safest and shortest route, with the *minimum* of ocean passage, and avoids all risk of fogs and ice along the American coast. Mr. Blackman is just the man to carry into execution such a brilliant project. He is bold, yet prudent; no difficulties daunt him, and yet he never ignores a difficulty, but faces each courageously, with a view to meet and overcome it. His powers of organization are wonderful, and his energy is untiring. He proposes to reduce the time occupied in travelling between London and New York by this route to five or five and a half days. He has come here at present to memorialize our Government for a charter to enable him to construct the new line across the island. The concessions which he asks are not yet made public, but our Legislature will, most assuredly, aid, by every means in their power, the carrying out of a project which is laden with benefits to this country specially, and to the whole civilized world. I may add that Mr. Blackman is sustained by some of the ablest and wealthiest financiers of the day, and that no fears are entertained regarding the necessary amount of capital, when the other arrangements regarding charters are completed.—*Letter in Montreal Gazette*.

RAILWAYS IN NEW SOUTH WALES.—The report of the New South Wales commissioners for railways for 1880 states that the total expenditures for construction has been £13,042,041, of which the sum of £11,778,819 was expended on lines opened for traffic. The net earnings in 1880 were £513,219, yielding 3.94 per cent. per annum to the capital expended on lines open for traffic, and 417 miles were in course of construction. The rolling stock consisted of 215 locomotives, 490 coaching, and 4,443 goods trucks.

—The joint Executive Committee of Eastern and Western Railways, met at New York to consider the perfection of plans for conducting business jointly in such a manner as to enable them to maintain hereafter established tariffs. Committees were appointed for each city to take the matter of division of traffic under consideration and report to-morrow.

RAILWAY STATISTICS—CAPITAL AND TRAFFIC RECEIPTS

NAME OF RAILWAYS	LENGTH OF LINE.		ORDINARY SHARE CAPITAL.				PREFERENCE SHARE CAPITAL.				1882.			1881.		WEEK'S TRAFFIC.	
	Completed (falls laid.)	Under construction.	Authorized.	Subscribed.	up.	Authorized.	Subscribed.	Paid up.	Week ending.	Pass. Mails and Express.	Freight and L. Stock.	Total.	Total.	Increase.	Decrease.		
	Miles.	Miles.	\$	\$	\$	\$	\$	\$	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	
Albert.....	31-50		1,000,000 00		659,500 00												
Bellefleur & North Hastings.																	
Canada Atlantic.	24-00		1,000,000 00	0 000 00													
Canada Southern.	326-66		15,000,000 00	15,000,000 00													
Canadian Pacific.	312-00		200,000 00	100,000 00	94,000 00												
Carillon and Grenville.	13-00		136,000 00	103,310 00	56,000 00												
Chatham Branch.	9-90		600,000 00	600,000 00	600,000 00												
Cobourg, P'boro' & Marmora.	57-00		500,000 00	500,000 00	500,000 00												
Credit Valley.	183-50		350,000 00	350,000 00	315,288 06												
Fredericton.	22-50		1,000,000 00	25,000 00	2,500 00												
Georgian Bay & Wellington.	26-00		1,000,000 00	202,000 00	202,000 00												
Grand Junction.	90-00		2,000,000 00	20,400 00	1,224 00												
Grand Southern.	82-00		65,635,700 80	53,469,034 13	53,436,255 85												
Grand Trunk.	1,065-00		32,144,700 00	29,768,477 40	29,762,649 57												
Great Western.	902-45		1,500,000 00	441,500 00	441,500 00												
London & Port Stanley.			1,500,000 00	221,200 00	221,200 00												
Wellington, Grey & Bruce.			400,000 00	22,200 00	22,200 00												
London, Huron & Bruce.																	
Brantford, N'Flk. & Pt. Byl.																	
Galt and Guelph.																	
Hamilton & North Western.			1,000,000 00	1,000,000 00	997,200 00			535,333 00	827,339 00	535,333 00	535,333 00						
Hullfax & C. B. R. R. & Coal Co.	78-75		1,250,000 00	1,250,000 00	1,250,000 00												
Intercolonial.	840-00																
International.	69-66		1,500,000 00	424,000 00	424,000 00												
Kent Northern.	3-33		100,000 00	60,600 00	60,600 00												
Kingston and Pembroke.	63-50		1,250,000 00	287,000 00	124,320 00												
Lake Champlain & St. Lee.	63-00		320,000 00	320,000 00	220,000 00												
Laurentian.	15-00		500,000 00	223,000 00	72,100 00												
Lévis and Kennebec.	70-00		3,000,000 00	3,000,000 00	1,085,024 56												
Massachusetts Valley.	34-00		2,000,000 00	974,800 00	974,800 00												
Montreal, Portland & Boston.	32-00		2,000,000 00	1,946,666 67	1,946,666 67												
Midland.	143-65		1,000,000 00	246,300 00	86,800 00												
Missisquoi & Bk River Val.	10-10		3,500,000 00	200,000 00	200,000 00												
New Brunswick.	191-60		2,283,000 00		1,178,000 00				610,000 00	610,000 00							
New Brunswick & Canada.	127-00				425,000 00				730,000 00	0 00	730,000 00						
Northern & North Western.	377-54																
N. Scotia, Victoria & Atlantic.	73-00		1,275,000 00	100,000 00	12,730 00												
Petticoke and Eglon.	14-00		200,000 00	15,000 00	8,000 00												
Port Dover and Lake Huron.	90-50		250,000 00	100,000 00	95,000 00												
Stratford and Huron.	31-88		200,000 00	198,850 00	194,530 00				198,000 00	198,000 00							
Prince Edward County.	198-50		102,000 00	102,000 00	1,000 00				450,000 00								
Prince Edward Island.	124-00		5,000,000 00	319,000 00	301,000 00				100,000 00	10,000 00							
Quebec and Lake St. John.	102-50		1,500,000 00	491,970 00	245,985 00												
Quebec Central.	337-00																
Que. Mon. Ottawa & Occid'l.	12-00		48,000 00	42,100 00	42,100 00												
Joliette.	59-00		2,710,000 80		£550,000				789,909 20	789,909 20							
St. Lawrence and Ottawa.	92-00		250,000 00	27,900 00	15,000 00												
St. John and Maine.	30-00		4,800,000 00	1,739,500 00	1,739,500 00												
St. Martin's and Upham.	260-00		1,000,000 00	366,300 00	366,300 00												
Spring Hill & P'arsboro.	105-50		173,000 00	35,000 00	28,000 00												
Toronto and Nipissing.	191-00		300,000 00	813,800 00	785,034 50												
Lake Simcoe Junction.	56-00		300,000 00	300,000 00	300,000 00												
Toronto, Grey and Bruce.	25-00		1,000,000 00	100,000 00	100,000 00												
*Victoria.	67-00		300,000 00	1,000,000 00	500,800 00												
Welland.	46-50		300,000 00	1,000,000 00	1,919,944 19												
Waterloo and Magog.	116.00		300,000 00	67,300 00	1,467,300 00												
Western Counties.																	
Whitby, P. Perry & Lindsay.																	
Windsor and Annapolis.																	

*Included in Midland.

TO MANITOBA

VIA THE
POPULAR SPECIAL TRAINS
OF THE

Grand Trunk Railway.

SEASON OF 1882.

SPECIAL TRAINS will leave weekly during the months of MARCH and APRIL, and at short intervals for the remainder of the season.

FIRST-CLASS COACHES ONLY will be run on these Special Trains, affording all the benefits of a **FIRST-CLASS PASSAGE** at the very lowest Emigrant Rates.

Household Effects and Live Stock

Will be carried on the same Trains WITHOUT TRANSHIPMENT, enabling Settlers to be with their families, and also to attend their stock on the way, arriving together at destination, thereby saving the heavy expense of North-Western Hotels when going by other routes.

Horses, Waggon and Household Effects carried through at unprecedented rates.

Every information can be obtained from the Company's Agents, or JAS. SEPTIENSON, General Passenger Agent.

JOSEPH HICKSON,
General Manager.

Grand Trunk Railway of Canada.

NOTICE.

Commencing Monday, May 1st

A MIXED TRAIN FOR

Vaudreuil and Intermediate Stations,

WILL LEAVE

MONTREAL AT 6.15 P. M.

JOSEPH HICKSON,
General Manager.

The Anglo-American Metal BUYERS AGENCY, (CARDIFF.)

SULLIVAN DAVID,
METAL BROKER.
P. O. BOX 475, MONTREAL.
Agent for Canada.

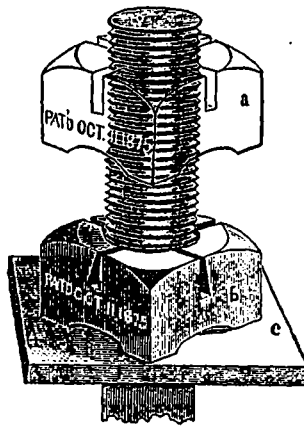
PIG. BAR, SHEET, AND HOOP IRON, IRON AND STEEL RAILS.

R. MACKENZIE, IMPORTER OF AND DEALER IN HARDWARE,

— AND —
Railway and Steamboat Supplies,
59 ST. SULPICE STREET,
MONTREAL, Que.
Manufacturer of Star Metal Bearings.

FAIRBANKS' RAILWAY SCALES USED EXCLUSIVELY ON ALL LEADING RAILROADS.

FAIRBANKS' & CO., MONTREAL.



THE

ATWOOD SAFETY NUT

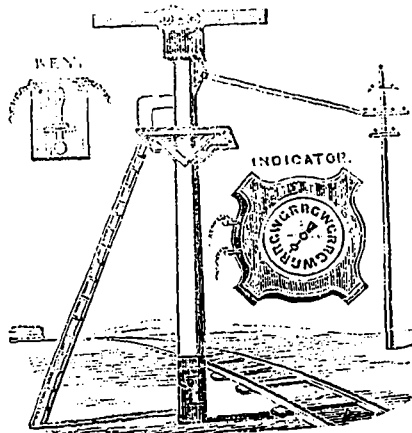
When turned hard on its bearings causes the slotted tops of the Nut to clasp the bolt and so remain fixed against any vibration. Unsurpassed on TRACK BOLTS and already in extensive demand.

JOHN TAYLOR & BROTHER,

NO. 16 ST JOHN STREET,
MONTREAL.

THE WATSON ELECTRIC RAILWAY

— | SEMAPHORE SIGNAL. | —



United States PATENTED : March 16th, 1880.
Canada April 29th, 1880.
Great Britain June 21st, 1881.

The following are the advantages claimed for this Signal :—

- 1.—Economy in first Cost.
- 2.—Economy in Working.
- 3.—Safety from Accident.
- 4.—It can be placed at any distance from the Station.
- 5.—It is Worked by the Telegraph Operator or Train Despatcher, instead of the switchman.

For further description and particulars apply to
JOHN TAYLOR & BRO.,
16 St. John St., Montreal.

Locomotives, English Make, American Pattern.

The undersigned has particulars of some 4-8½ gauge Engines
Cylinders 16 x 24 Drivers 4-Coupled, 4 Wheel Bogie Tender.
Do. 17 x 21 Do. Do.
Do. 18 x 24 Drivers 6-Coupled, Do.
Prices packed, F.O.B. England, on application.
Machines estimated for, (due time for specifications and drawings to reach Makers, being allowed), with despatch.
Address,
R. E. H. BUCKNER.
Montreal.

CANADIAN PACIFIC RAILWAY COMPANY.

The CANADIAN PACIFIC RAILWAY COMPANY offer lands in the FERTILE BELT of Manitoba and the North-West Territory for sale at **\$2.50 PER ACRE,**

Payment to be made one-sixth at time of purchase, and the balance in five annual instalments, with interest at six per cent,

A REBATE OF \$1.25 PER ACRE

being allowed, on certain conditions, for cultivation and other improvements.

THE LAND GRANT BONDS

of the Company, which can be produced at all the Agencies of the Bank of Montreal, and other Banking Institutions throughout the country, will be

RECEIVED AT TEN PER CENT. PREM.

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

SPECIAL ARRANGEMENTS made with Emigration and Land Companies.

For full particulars, apply to the Company's Land Commissioner, JOHN McTAVISH, Winnipeg, or to the undersigned.

By order of the Board,
CHARLES DRINKWATER,
Secretary.

North British and Mercantile FIRE AND LIFE INSURANCE COMPANY.

Established 1809.

Subscribed Capital, £2,000,000 Sterling

CANADA BOARD.

MANAGING DIRECTORS :

D. LORN MACDOUGALL, Esq., THOMAS DAVIDSON, Esq.

DIRECTORS :

GILBERT SCOTT, Esq., of Messrs. Wm. Dow & Co.
CHARLES F. SMITHERS, Esq., General Manager Bank of Montreal.
The Hon. THOMAS RYAN, Senator.

FINANCIAL POSITION OF THE COMPANY.

1.—Funds as at 31st December, 1879.

Paid-up Capital	£350,000 Stg
Fire Reserve Fund	794,577 "
Premium Reserve	300,890 "
Balance of Profit and Loss Account	247,003 "

Life Accumulation	£2,989,885 "
Annuity Funds	311,961 "

2.—Revenue for the year 1879.

From Fire Department:	
Fire Premiums	£902,670 "
From Life Department:	
Life Premiums and Interest	448,696 "

Total Revenue £1,351,366
or, \$6,944,126 73

WILLIAM EWING, Inspector.

GEORGE U. AHERN, Sub-Inspector.

Head Office for the Dominion in Montreal,
D. LORN MACDOUGALL,
THOMAS DAVIDSON,
General Agents.



CENTRAL VERMONT RAILROAD,

FAST TIME AND SOLID COMFORT.

Purchase Tickets and Travel Via the Central Vermont Railway Popular Short Line and Through Mail Route.

Two Express Trains Daily to New York with Pullman and Wagner Sleeping Cars attached.
Two Express Trains Daily to Boston with Pullman's Elegant Parlour and Sleeping Cars attached.

TRAINS LEAVE MONTREAL.

8.40 a.m.—Fast Day Express for Boston, via Concord, Manchester, Nashua and Lowell, arriving in Boston at 8.50 p.m.

3.20 p.m.—For Waterloo and Magog.
3.20 p.m.—Night Express for New York via Troy, arriving in New York at 6.45 the next morning.

6.30 p.m.—Night Express for Boston, via Lowell and Fitchburgh, and New York, via Springfield.

GOING NORTH.

Day Express leaves Boston, via Lowell at 8.45 a.m., via Fitchburgh at 8.00 a.m., Troy at 7.40 a.m., arriving in Montreal at 8.45 p.m.

Night Express leaves Boston at 7.00 p.m., via Lowell, and 6 p.m., via Fitchburgh, and New York at 4 p.m., via Springfield, arriving in Montreal at 8.40 a.m.

Night Express leaves New York, via Troy, at 6.30 p.m., arriving in Montreal at 8.40 a.m.

For speed, comfort and safety the old reliable line stands unequalled. Baggage checked through to destination, and examined by Customs Officers before leaving Montreal. First-class Dining Rooms located at convenient points, and ample time given for meals. In fact, it is the most comfortable and popular route between Montreal, Boston and New York.

Through Tickets, Berths and Seats in Palace Cars and full information may be obtained at the Ticket Office of the Central Vermont Line,

No. 136 St. James Street, Montreal, P.Q.

A. C. STONEGRAVE, Can. Pass. Agent.

New York Office, 271 Broadway,
Boston office, 260 Washington Street.

WM. F. SMITH, Gen. Pass. Agent,

J. W. HOBART,
General Superintendent.

St. Albans, Vt., 24th Oct., 1881.

BENNY, MACPHERSON & CO.,
WHOLESALE
HARDWARE MERCHANTS,

388, 390 and 392 St. Paul Street,
MONTREAL,

IMPORTERS OF

Bar, Band, Hoop, and Sheet Iron, Swedes and Norway Iron.

STEEL.—Cast, Spring, Machinery, Tire, Sleigh, Shoe, Blister and Tow Caulk.

GALVANIZED SHEETS.—"Morewood" and "Lysaght's," all gauges.

WIRE.—Iron, Bright, Annealed and Galvanized, all numbers.

ZINC.—Sheet and Spelter.

CUT NAILS.—Peck, Benny & Co.'s "Machine Picked."

FINISHING AND CLINCH NAILS.

PRESSED AND RAILWAY SPIKES.

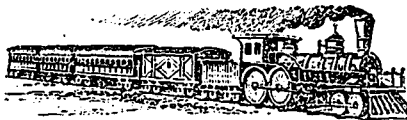
ANVILS, VICES AND BELLOWS.

SPADES AND SHOVELS OF ALL KINDS.

AND A COMPLETE STOCK OF

SHELF AND HEAVY HARDWARE.

St. Paul Street, MONTREAL.



South-Eastern Railway,

— AND —

MONTREAL & BOSTON AIR LINE.

— or —

The Direct and Best Route

— TO —

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

BOSTON,

and all points in NEW ENGLAND, also to the EASTERN TOWNSHIPS.

ON AND AFTER

MONDAY, OCTOBER 10,

South-Eastern Railway Trains will run to and from Bonaventure Station as follows:—

LEAVE MONTREAL.

8.30 A.M.—Fast Day Express for the White Mountains and Boston, with magnificent Parlour Car attached, Montreal to Boston.

5.30 P.M.—Night Express, for Boston, with Pullman Palace Sleeping Car attached.

ARRIVE AT MONTREAL.

9.05 A.M.—Night Express, from Boston, with Pullman Sleeper.

8.45 P.M.—Fast Day Express, from Boston, the White Mountains, and Portland, with magnificent Parlour Cars attached, between Boston and Montreal.

The PULLMAN SLEEPERS running on Night Trains between Boston and Montreal are not surpassed by any of our competitors.

No change of Cars between Montreal and Boston. Solid Trains running through.

BAGGAGE PASSED BY THE CUSTOMS AT BONAVENTURE STATION,

Thus saving all trouble to Passengers at the Boundary Line, and also checked through to all principal points in New England, White Mountains, &c., &c.

For Tickets, apply at 202 St. James street, Windsor Hotel, and Bonaventure Station.

H. P. ALDEN,
Superintendent Traffic.

BRADLEY BARLOW,
President and General Manager.

LEATHER BELTING.

— or —

ROBIN & SADLER,

(Successors to Burry, Smith & Co.)

MANUFACTURERS OF

FIRE ENGINE HOSE,

LACE LEATHER, ROLLED SKIRTING AND DRESSED SHOULDERS.

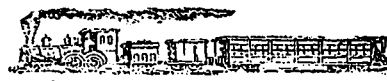
594, 596, 598 ST. JOSEPH STREET,
MONTREAL.

JAMES CRANKSHAW,

Law and General Reporter.

Legal evidence, Arguments and Judgments, Public Meetings, Conventions, Commissions, Lectures, Sermons, &c., accurately reported—either in full or abridged, as required.

Office—103 St. Francois Xavier street.
Post Office—Box 310, Montreal.



Q. M. O. & O. RAILWAY.

CHANGE OF TIME.

COMMENCING ON

Monday, January 2nd, 1882,

Trains will run as follows:—

	Mixed.	Mail.	Express
Leave Hoche- laga for Ottawa.	8.20 pm	8.30 am	5.00 pm
Ar'ive at Ottawa	7.55 am	1.20 pm	9.50 pm
Leave Ottawa for H'ch'aga	10 p m	8.10 am	4.55 pm
Arrive at Ho- chelaga	9.45 am	1.00 pm	9.45 pm
Leave Hoche- laga for Que.	6.40 pm	3.00 pm	10.00 pm
Arrive at Que.	8.00 am	9.50 pm	6.30 am
Leave Quebec for H'ch'aga	5.30 pm	10.00 am	10.00 pm
Arrive at Ho- chelaga	7.30 am	4.50 pm	6.30 am
Leave Hoche- for St. J'rome	6.00 pm		
Arrive at St. Jerome.	7.45 pm		
Leave St. J'ome for H'ch'aga	6.45 am		
Arrive at Ho- chelaga	9.00 am		
Leave Hoche- for Joliette.	5.15 pm		
Arrive at Jo- lette	7.40 pm		
Leave Joliette for H'ch'aga	6.20 am		
Arrive at Ho- chelaga	8.50 am		

(Local Trains between Aylmer, Hull and Ottawa.)
Trains leave Mile-End Station ten minutes later than Hochehaga.

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

Trains to and from Ottawa connect with Trains to and from Quebec.

Sunday Trains leave Montreal and Quebec at 4 p.m.
All Trains Run by Montreal Time.

GENERAL OFFICE, 13 Place d'Armes.

TICKET OFFICES:

13 Place d'Armes, } MONTREAL.
202 St. James Street,
Opposite St. Louis Hotel, QUEBEC.
Opposite Russel House, OTTAWA.

L. A. SENECAI,
General Superintendent.

COOPER, FAIRMAN & CO.

IMPORTERS OF

Railway Supplies
Steel Rails
Fish Bolts and Spikes
Steel Girders, Angles and Plates
Best Mining Steel
Best Cast Steel for Tools,
Ingersoll Steam Rock Drills
Ingersoll Air Compressors for Drills

AND MANUFACTURERS OF

Patent Pleated Elbows
Patent Hay Bale Ties
Lyman Patent Barb-Wire Fencing

42 Foundling Street,

MONTREAL.

DOMINION OF CANADA.

CANADIAN PACIFIC
RAILWAY COMPANY.

Incorporated by Letters Patent under the Great Seal of the
Dominion of Canada!

Five per cent. First Mortgage Land Grant 50-Year Gold Bonds

Total Authorized Issue, - - - \$25,000,000

Accepted by the Government of Canada as
Security for the Completion of the Contract
between the Government and the Co.^y, - \$ 5,000,000

Now offered to the Public, - - - \$10,000,000

Principal and Interest payable in gold coin of the present standard weight and fineness,—the principal in Montreal, Canada, and the Interest on 1st April and 1st October, at the option of the holder, either in Montreal or New York; or in London, England, at the rate of 4s. 1½d. sterling for each dollar.

Bonds in denominations of \$1,000 and \$500 each. Principal payable 1st October, 1931, unless previously tendered in payments of lauds and thereby cancelled; or redeemed by the Trustees, out of the proceeds of sales of land, either by purchase at the current market price, or by drawings at ten per cent. premium.

TRUSTEES FOR THE BONDHOLDERS:

CHAS. F. SMITHERS, Esq., President of the Bank of Montreal.

Hon. JOHN HAMILTON, President of the Merchants' Bank of Canada.

SAMUEL THORNE, Esq., Merchant, of New York.

The Bonds are secured by a Mortgage Deed of Trust to the said Trustees, which confers upon them, under the express authority of the Charter, ample powers for enforcing payment of the Bonds, Principal and Interest and effective means for securing to the Bondholders the entire net proceeds of the lands. Before its execution the Deed was submitted to the Government, which has since accepted the \$5,000,000—to be held by it as security for the completion of the contract in accordance with the provisions of the Charter.

The Mortgage, thus created, constitutes a first charge upon the entire Land Grant of the Company, amounting to 25,000,000 acres of the finest farming lands, situated in what is known as "The Fertile Belt" of the

Canadian North-West, which is now admitted to be the largest track of uniformly rich land suitable for growing the best quality of wheat, &c., to be found on the Continent of America, and the Company may locate its entire Land Grant exclusively in this track, rejecting all sections unfit for settlement.

The Bonds will be accepted by the Company in payment for lands at 110 and accrued interest.

By the Mortgage Deed the Company expressly undertakes to pay the interest on the Bonds, semi-annually, when it becomes due, and the principal at maturity. The net proceeds of all Land Sale must be handed over to the Trustees, to be held by them, in the first place to secure the performance of the Company's obligation to pay the Interest on the Bonds, and, so long as that obligation is punctually performed, to be applied to the purchase of Bonds for cancellation, provided the price does not exceed 110 per cent. and accrued interest; but if the bonds cannot be bought at or under that price, then the Trustees are *authorized and required* to designate by lot, from time to time, as funds accumulate in their hands, the Bonds that shall be presented for payment and cancellation at 110 per cent. and accrued interest.

This Contract provides that the whole issue of Land Grant Bonds shall in the first instance, be deposited with the Government, and that the proceeds of all sales thereof shall also be deposited with the Government, and, only be paid to the Company as construction proceeds. The interest, at four per cent. per annum, upon the amount remaining in the hands of the Government is, by the Deed of Trust, expressly pledged for the payment of the interest on the Bonds, and cannot be applied to any other purpose.

It will be seen by reference to the accompanying official statement, made by the President of the Company, that the Directors are aiming to have the line of Railway to the Pacific Ocean completed and open for traffic, without availing themselves of their right under the Charter to issue Mortgage Bonds on the Road; and that they fully expect that all the additional capital required to complete the contract, and equip the line, can be obtained by the issue of Common and Preferred Stock. In that case, the only fixed charge on the revenues of the Company will be the interest on these Land Grant Bonds, taking precedence of any Dividend on both Common and Preferred Stock.

These Bonds will be taken by the Receiver General on deposit from Insurance Companies under the Act 40, Vic., Cap. 42.

Provision is made for the registration of the Bonds at Montreal, New York and London.

Copies of the Act of Incorporation of the Company may be inspected and copies of the Mortgage Deed of Trust, the President's Statement and the Prospectus may be obtained at the offices of any of the undersigned.

These Bonds are now offered to the public by the undersigned at par and accrued interest, the right being reserved to advance the price at any time without notice.

Applications for the Bonds may be addressed to—

The Bank of Montreal, Montreal,

Its Branches in Canada, and its Agencies In Chicago, U. S.,
and at 9 Birchin Lane, London, England.

J. S. KENNEDY & CO.,

63 William Street, New York, or

W. WATSON & A. LANG,

AGENTS OF THE BANK OF MONTREAL.

59 Wall Street, New York.

PRESENTATION TO HON. J. A. CHAPLEAU.

In a previous number of THE JOURNAL we recorded the presentation of an address to Mr. Chapleau, which was accompanied by a very handsome present of the dinner service popularly known as the "White House Set." We have now the pleasure of presenting to our readers a faithful copy of the address, reproduced by Mr. G. E. Desbarats' artotype process. We subjoin the English translation of the address, and a brief description of the porcelain service, which will be of interest:—

To the Hon. J. A. Chapleau, Premier of the Province of Quebec:

HONOURABLE SIR,—If we take the liberty to present you with this testimonial, it is not that we only thought of it at the present time. You have deserved for too long a time the confidence and esteem of your countrymen of all nationalities for us to believe that our movement has the merit of novelty. We do not pretend that what we beg you to accept is a fitting tribute for so important a person, and one so worthy of our admiration, but what we want to state is that, having been taken impromptu, we have taken advantage of the opportunity, or inducement, of a rare and artistic collection that happened to be at hand in Montreal, to present it to a person whose character is so distinguished and so beloved of the honneurables as well as the public, will feel that such a work of art has never been entrusted to a more hospitable, worthy and remarkable person.

Allow us to associate the noble and respected lady, to whose care you will confide this gift, and we hope that Madame Chapleau will be good enough to take her part in this respectful homage that we desire to manifest towards you.

(Here follow signatures.)

The dinner service is a duplicate of that furnished for the Executive Mansion at Washington by Messrs. Haviland & Co., of Limoges and New York, for use upon State occasions, the especial requirements named in the order being that the service should both combine elegance and appropriate American decorations. These requirements the artist, Mr. Theodore R. Davis, whom Mr. Haviland called to his aid, and who furnished the water color studies, and undertook the invention of shapes, amply fulfilled. With consummate skill, Mr. Davis executed his portion of the work, his efforts being seconded with the most gratifying success by the manufacturers themselves, the result being a service which has justly become celebrated. It is difficult to give any adequate idea of the artistic beauties of the designs, some of which are of delightful originality, and all of which show the

work of a master hand. The subjects treated are exclusively American, Fauna and Flora—each course having its distinctively appropriate design, or rather designs, for there are different ones for the various kinds of viands.

In the soup plates, for instance, there are twelve different subjects, amongst the most striking being the representation of "American soup of the XVth century,"—an Indian watching the cooking on his camp fire of the deer soup, which he has prepared from the dead buck which lies at his side. Other characteristic sketches in this series are the "Southern flight of ducks," "The Crab," "Frog," and "1776," the last-named depicting the hearth-stone, capacious fireplace and swinging crane, with its pot of *bouilli* and appropriate surroundings.

The fish series, the plates for which are specially shaped, illustrate twelve varieties of the finny tribe, and are exquisite works of art.

The dinner series also embraces twelve subjects, and the designs are specially unique.

In the game course, which is also supplied with a novel platter, are life-like illustrations of different birds, such as the canvas-back duck, teal, snipe, grouse, etc. The dessert plates are, of course, decorated chiefly with fruit subjects. In several cases there are also introduced with very happy effect birds and animals whose fondness for the particular kind of fruit depicted makes the connection a judicious one. And to complete this remarkable service are coffee and tea-cups, and an independent butter plate, each of special design and novel form.

In concluding this brief outline of the beauties of this service, we need scarcely point to the fact that the gift of it to Mr. Chapleau was one worthy of the honourable gentleman, and, at the same time, a handsome and peculiarly elegant expression of the sentiments en-

tained towards him and Madame Chapleau by the friends who presented it. It was the third of a design, in the first instance, prepared specially for presentation to ex-President Grant, and illustrative of American fauna and flora. Ex-President Hayes was the recipient of the second set, and Mr. Chapleau has been honoured with the third. The original service cost \$25,000, and the two copies are *fac-similes* of it. The original pieces of plate were painted by some of the greatest French artists of the day, among whom was the well-known etcher, Braquemond.

It is only justice to place on record the fact of its having been brought to Montreal through the spirited enterprise of our fellow-citizen, Mr. Adam Darling, at whose store in St. James street it was on exhibition for some weeks; and that the exquisitely designed address is the work of Mr. Edwin Cox, of this city.

