

NEW EXPERIENCE TABLES.—Twenty Companies recently contributed their experience to the Institute of Actuaries. The total number of lives assured was discovered to be as follows:

|   | Entered. | Died.  | Discontinued. | Existing Dec. 31, 1868. |
|---|----------|--------|---------------|-------------------------|
| Healthy lives, male.  | 130,243  | 20,521 | 35,024        | 74,698                  |
| female.   | 16,604   | 3,335  | 5,507         | 7,762                   |
| Both.   | 146,847  | 23,857 | 40,531        | 82,460                  |
| Diseased lives, male and female.  | 11,146   | 2,456  | 3,365         | 5,325                   |
| Lives exposed to extra risk from climate & occupation, male and female. | 2,433    | 409    | 1,480         | 544                     |
| Total.  | 160,426  | 26,721 | 45,476        | 88,329                  |

The average duration of each life was over nine years, which, taken into consideration with the total number of entries—160,426—was sufficient to allow of several valuable classes of tables being formed.

A volume has been published containing the whole results of the valuable data thus collected.

### Railway News.

GREAT WESTERN RAILWAY.—Traffic for week ending July 23rd 1869.

|                    |           |
|--------------------|-----------|
| Passengers         | 27,317 61 |
| Freight            | 29,806 00 |
| Mails and Sundries | 2,078 00  |

|                          |             |
|--------------------------|-------------|
| Total Receipts for week  | \$59,261 61 |
| Corresponding week, 1868 | 45,330 25   |

Increase ..... \$13,931 36

CANADA CENTRAL RAILWAY.—The Ottawa Times urges that encouragement be given to this company to construct the section between Ottawa and Carleton Place; considering that if this were done the line would soon be extended east and west and Ottawa assured a good position in relation to the trade of the North-West.

WELLINGTON, GREY AND BRUCE RAILWAY.—The great quantity of rain which has fallen has kept back work on this road. Mr. Naismith has the contract for the heavy cutting between the Roman Catholic Church, in Elora, and the Grand River. The contract for building the road between Fergus and Harrison was let to Messrs. Robertson & Reekie, who are making the road from Guelph to Fergus. A correspondent of the Hamilton Spectator suggests that the Directors should include in their scheme a branch line from Durham through Normandy to some point near Harrison.

PORT HOPE, LINDSAY & BEAVERTON RAILWAY.—The official authorities of this road went to Orillia on the 3rd August to hear overtures regarding the extension to Beaverton. One speaker considered that rafted timber via Toronto for the east sustained its greatest risk in the waters near that city, whereas by communication with Port Hope harbor that was avoided and the distance to Montreal and Quebec lessened; and further that if the Port Hope line were extended to Orillia it must go to Hog bay. The meeting is said to have been enthusiastic.

The surveyors on the Missisquoi Railroad from Newport to the Troy line, find the route a very feasible one.

A meeting of the Directors of the Eastern Counties Junction Railway is called for the 17th instant, at Knowlton, when the result of the survey will be laid before them.

Mr. O'Brien, agent of the Grand Trunk Railroad, has received a despatch from the Manager of the Union Pacific Railroad to reduce the fare. Passengers can go through from Montreal now in about seven days to San Francisco, and at a less rate, both first and second class than by steamer from New York.

### RAILWAY TRAFFIC RETURNS FOR THE HALF-YEAR ENDED JUNE 30, 1869.

|  | Miles in Operation, 1868. | Miles in Operation, 1869. | Total 1868. | Total 1869. | Freight.  | Mails and Sundries. | Passengers. |
|--|---------------------------|---------------------------|-------------|-------------|-----------|---------------------|-------------|
| Great Western                                  | 3514                      | 3514                      | 1,774,785   | 1,006,708   | 1,222,000 | 61,221              | 673,577     |
| Grand Trunk                                    | 1377                      | 1377                      | 2,127,038   | 3,341,989   | 2,127,038 | 183,000             | 1,003,051   |
| London and Port Stanley                        | 244                       | 244                       | 6,584       | 13,127      | 6,584     | 576                 | 6,821       |
| Welland  | 25                        | 25                        | 18,799      | 20,279      | 18,799    | 4,720               | 63,080      |
| Northern                                       | 97                        | 97                        | 226,439     | 306,428     | 226,439   | 13,910              | 63,080      |
| Port Hope, Lindsay and Beaverton               | 56                        | 56                        | 67,821      | 88,018      | 67,821    | 1,401               | 18,796      |
| and Peterborough Branch                        | 22                        | 22                        | 13,005      | 13,005      | 13,005    | 100                 | 100         |
| The Cobourg, Peterborough and Mar-<br>mora (a) | 86                        | 86                        | 77,711      | 77,711      | 77,711    | 2,580               | 19,796      |
| Brockville and Ottawa                          | 54                        | 54                        | 64,431      | 64,431      | 64,431    | 4,784               | 28,000      |
| St. Lawrence and Ottawa                        | 12                        | 12                        | 1,081       | 1,081       | 1,081     | 710                 | 710         |
| Carleton and Grenville                         | 108                       | 108                       | 39,516      | 46,718      | 39,516    | 200                 | 7,391       |
| Stanstead, Shefford and Chambly                | 23                        | 23                        | 46,589      | 80,781      | 46,589    | 3,800               | 30,382      |
| St. Lawrence and Industry (a)                  | 23                        | 23                        | 1,148       | 1,148       | 1,148     | 376                 | 2,120       |
| New Brunswick and Canada                       | 23                        | 23                        | 1,148       | 1,148       | 1,148     | 376                 | 2,120       |
| European and North American                    | 23                        | 23                        | 1,148       | 1,148       | 1,148     | 376                 | 2,120       |
| Eastern Extension                              | 23                        | 23                        | 1,148       | 1,148       | 1,148     | 376                 | 2,120       |
| Nova Scotia (b)                                | 23                        | 23                        | 1,148       | 1,148       | 1,148     | 376                 | 2,120       |
| Total  | 2330                      | 2352                      | 8,858,373   | 6,030,025   | 8,858,373 | 246,730             | 1,925,340   |

\* No returns. (a) No returns for February, 1869. (b) May and June. (c) No return for June.

### RAILWAY TRAFFIC RETURNS FOR THE MONTH OF JUNE, 1869.

|  | Miles in Operation, 1868. | Miles in Operation, 1869. | Total 1868. | Total 1869. | Freight.  | Mails and Sundries. | Passengers. |
|--|---------------------------|---------------------------|-------------|-------------|-----------|---------------------|-------------|
| Great Western                                  | 3514                      | 3514                      | 2,472,222   | 2,828,837   | 1,514,005 | 58,116              | 1,225,305   |
| Grand Trunk                                    | 1377                      | 1377                      | 5,099,078   | 5,061,131   | 3,290,050 | 24,000              | 2,415,81    |
| London and Port Stanley                        | 244                       | 244                       | 37,483      | 37,483      | 21,544    | 1,706               | 14,333      |
| Welland  | 25                        | 25                        | 58,112      | 100,616     | 47,719    | 909                 | 988         |
| Northern                                       | 97                        | 97                        | 661,852     | 845,555     | 650,000   | 35,558              | 1,007       |
| Port Hope, Lindsay and Beaverton               | 56                        | 56                        | 331,442     | 280,929     | 240,994   | 2,417               | 30,888      |
| and Peterborough Branch                        | 22                        | 22                        | 15,255      | 7,405       | 7,401     | 208                 | 64          |
| The Cobourg, Peterborough and Mar-<br>mora (a) | 86                        | 86                        | 224,568     | 171,112     | 127,072   | 208                 | 41,42       |
| Brockville and Ottawa                          | 54                        | 54                        | 71,024      | 91,144      | 28,719    | 840                 | 5,896       |
| St. Lawrence and Ottawa                        | 12                        | 12                        | 1,064       | 751         | 430       | 100                 | 321         |
| Carleton and Grenville                         | 108                       | 108                       | 10,064      | 10,761      | 8,596     | 100                 | 2,005       |
| Stanstead, Shefford and Chambly                | 23                        | 23                        | 10,824      | 17,189      | 8,905     | 50                  | 7,478       |
| St. Lawrence and Industry (a)                  | 23                        | 23                        | 1,148       | 619         | 1,148     | 50                  | 447         |
| New Brunswick and Canada                       | 23                        | 23                        | 1,148       | 1,148       | 1,148     | 50                  | 447         |
| European and North American                    | 23                        | 23                        | 1,148       | 1,148       | 1,148     | 50                  | 447         |
| Eastern Extension                              | 23                        | 23                        | 1,148       | 1,148       | 1,148     | 50                  | 447         |
| Nova Scotia (b)                                | 23                        | 23                        | 1,148       | 1,148       | 1,148     | 50                  | 447         |
| Total  | 2330                      | 2352                      | 9,233,009   | 10,094,332  | 6,230,447 | 411,690             | 4,052,225   |

\* No returns.

RAILWAY EXTENSION TO ORILLIA.—Mr. Cumberland, Manager of the Northern Railway, has addressed a resident of Orillia, substantially as follows: There are three possible projects now under consideration. 1st. The Nipissing narrow gauge, in direct connection with Toronto, to which objection has been suggested on the ground that as it has only just been organized, and as all its strength will be required for and absorbed in the construction of its main line, any branches additional thereto would seem (for the present at least) to be difficult if not hopeless of attainment. 2nd. The proposed extension of the Port Hope, Lindsay and Beaverton Railway—and 3rd. The proposed extension of the Northern Railway from Barrie. Referring to these two latter projects it would seem to me that Orillia would prefer her own county town at Barrie—say 28 miles—to the county town of Victoria at Lindsay—say 54 miles, for public business will necessarily attract to Barrie, which, moreover, as a market and place of business, is also far superior in every way to Lindsay. Again, by the Beaverton route Orillia would be 151 miles from Toronto, while by the Barrie line it would only be 91 miles, and these differences of distances of course represent to passengers and freight a very large difference in the cost of transportation, even assuming (which is not the fact) that the tariffs on the two routes were similar mile for mile, of their lengths. But there is a very wide difference in the tariffs, that of the Northern being very low in comparison with the Port Hope and Lindsay. For instance, take the tariff from Port Hope to Lindsay for 43 miles in comparison with the tariff from Toronto to Bradford—which is the same distance—we find the following charges respectively on merchandise per 100 lbs:

|                                  | 1st class. | 2nd. | 3rd. | 4th. |
|----------------------------------|------------|------|------|------|
| Port Hope to Lindsay, 43 miles   | 35c.       | 20c. | 15c. | nil. |
| Toronto to Bradford, 43 miles    | 20c.       | 16c. | 14c. | 9c.  |
| Toronto to Barrie, 64 miles      | 26c.       | 22c. | 19c. | 11c. |
| Toronto to Collingwood, 94 miles | 30c.       | 25c. | 20c. | 12c. |

Showing that we actually carry first class goods 94 miles, 5 cents less per 100 lbs. than is charged for 43 miles on the Port Hope line. Whilst it is also a fact that our present through rate (rail and boat) from Toronto to Orillia, is 36c. per 100, being only one cent. per 100 lbs. more than is charged on the same goods from Port Hope to Lindsay. Of course the sagacity of the Orillia people will lead them to compute the probable rate which would be charged for 93 miles if 35c. is now charged for 43 miles; and remembering that they now only pay us 36c. from Toronto, they will probably conclude that one cent. per 100 lbs. additional to the present Lindsay rate would scarcely pay for building and running 50 miles of road, from Lindsay to Orillia, and that even if competition kept the Orillia rate just as it is, Port Hope is not Toronto, but 58 miles away from it.

SOREL & ARTHABASKA RAILWAY.—Mr. Hemming, M. P. P., has been elected President and J. B. Goumont, Vice-President of this road. The Municipalities have subscribed \$75,000 of the \$300,000 required, and the government guarantees \$120,000. Subscription books have been opened, and it is expected that the Directors will be in a position to commence operations early next spring, and to complete the road by the fall of 1870.

### INTERCOLONIAL RAILWAY.

The line starts directly from the station of the Grand Trunk Railway, and at a very short distance crosses the Riviere du Loup by a bridge 300 feet in length, immediately above the falls at that place. Directly after crossing the river the line runs round a sharp curve, and through a heavy rock side hill cutting, after which, it descends to a level terrace, and runs through a well settled