Company have already paid their proportion of the loss now claimed, it may be proper to observe that in one respect the two Companies were not in the same position. The Quebec Company had notice of the second insurance, whereas the defendants had not. I know, gentlemen, that it is often said, but I trust without reason, that it is a difficult thing for an insurance company to get a verdict in their favour, it being thought better that a loss by fire should be supported by a corporation having ample means than by a private individual. I am quite sure that you will not, in the discharge of your important duties, be influenced by any feeling of this kind. It would be most dangerous to society if contracts were to be interpreted by supposed principles of liberality instead of by the rules which the parties have laid down for themselves. Gentlemen in closing these observations, as I now do, it is most gratifying to me to leave this case in the hands of a jury so perfectly competent in all respects to adjudicate upon it; and I feel convinced that your verdict will do justice between the parties, and be deserving of the respect of the commuity.

The jury same evening, after six hours' deliberation, returned a verdict for the plaintiff for $756.31, the company's proportion of the loss for damaged goods. The jury disallowed the claim for missing goods altogether, and found that the claim therefor was exaggerated, but they unanimously declared there was no fraudulent intent on the part of the plaintiff. The jury also found that the plaintiff had insured in other offices without giving notice, but that the omission to do so was an oversight. The effect of the verdict is to give the plaintiff $756, instead of the $2877 he sued for, and even this finding is subject to the opinion of the Court on the question of law as to the effect of the double insurance.

Solicitors for the plaintiff, Messrs. Andrews & Parkin
Solicitors for the defendants, Messrs. Holt & Irvine.

United States Debt.—The following is the statement of the debt of the United States on the 1st of December, 1866:—

DEBT BEARING COIN INTEREST.	
5 per cent bonds.	$198,091,350 00
6 per cent bonds of 1867 and 1868......	15,837,941 80
6 per cent bonds of 1861................	283 740,000 00
6 per cent 5-20 bonds.	861,649,300 00
Navy pension fund........................	11,750 000 00
Total debt bearing coin interest......	$1,371,068,591 80
DEBT BEARING CURRENCY INTEREST.	
6 per cent bonds..........................	$ 1[illegible],802,000 00
3-year compound interest notes........	147,387,140 00
3-year 7-30 notes..........................	699,938,750 00
To'al debt bearing currency interest.	$857 622,890 00
Matured debt not presented for paym't.	22,605,794 71
DEBT BEARING NO INTEREST.	
United States notes........................	$385,441,849 00
Fractional currency....	28 620,249 93
Gold certificates of deposit............	19,636,500 00
Total debt bearing no interest.....	$ 433,698,598 93
Total debt....................................	2,684 995,875 44
AMOUNT IN THE TREASURY	
Coin..	$95,168,816 15
Currency..	40,195,821 07
Total in Treasury........................	$135,364,637 22
Amount of debt, less cash in Treas'y..	$2,549,631,238 22

The foregoing is a correct statement of the Public Debt, as appears from the books and Treasurer's returns in the Department on the 1st of December, 1866.

The Atlantic and Pacific Railroad.—This road, starting from St. Louis, Mo., but really the Southern Pacific, has recently been permanently organized, with Gen. Fremont as President. The St. Louis *Democrat* thus sketches the route and its advantages:—

As sketched by the President, the road is laid in South-Western Missouri and the Valley of the Canadian, and generally along the 35th parallel to the head of navigation on the Colorado, and thence to the Pacific Coast. It is the shortest route by 500 miles of any surveyed for that purpose, and presents the fewest difficulties. No mountains are in the way, and for a greater portion of the distance it follows the valleys of streams, and thus reaps the advantages of water levels as uniform in their service as could be desired. The climate throughout is good. Snows are almost unknown; water and timber abound plentifully; the soil is rich, and minerals of the best description are everwhere found. The South-West Branch of the Pacific Road will probably be incorporated with this continental work, and if so it starts from a city of more than 2 0-000 inhabitants as its eastern terminus, passes through a rich and well-settled portion of Missouri, penetrates the Indian Territory, remarkable for the prolific nature of its soil, and reaches the Rio Grande through the heart of New Mexico, a territory containing more than 100,000 people, and whose trade amounts to $20,000,000 per annum; thence it traverses Arizona, and strikes the waters of the Pacific at the Gulf of California.

The Corn Trade Abroad.—The *Mark Lane Express* says:—No great change has occurred in the value of wheat in France or on the continent, though the tendency of prices has been upward, and a large business has been doing in the southern ports of Russia and the Danube at advanced rates. The peculiar feature, however, of the past week is the increased value of breadstuffs in New York. more especially of maize, which has risen 4s. per quarter, and nothing but high prices on this side can ensure a regular and plentiful supply.

SHIPPING TRADE OF MONTREAL FOR 1866.

THE following statements show the arrivals and departures of vessels at the Port of Montreal for this and three previous years, whence from, and their destinations:—

ARRIVALS OF VESSELS.

FROM WHAT PORTS.

	1863		1864.		1865.		1866.	
	Ves.	Tons.	Ves.	Tons.	Ves.	Tons.	Ves.	Tons.
Liverpool..	94	73083	63	57670	53	56395	62	52687
Glasgow...	66	44090	45	32830	33	31485	39	65037
London....	24	11003	14	8868	20	16824	30	20758
Sunderland	20	5958	5	1714	1	390	11	4453
Bristol	...	...	...	...	1	225	6	8112
Maryport..	2	635	...	...	...	...	...	...
Hull.......	1	341	1	399	1	855	1	755
Shields	9	2630	1	431	...	...	13	5081
Newcastle .	10	2667	...	...	2	872	6	2145
Ardrossan.	7	2856	3	1967	2	792	5	2502
Galway....	2	837	1	299	...	...	...	...
Cardiff	1	464	3	843	1	919	...	...
Antwerp...	5	4082	9	3550	4	1382	8	2725
Rotterdam.	2	806	1	392	1	203	1	362
Norway...	8	2670	4	1214	1	1462	14	6791
Marseilles .	8	1316	4	1212	4	1462	5	1452
Charente...	1	204	3	721	2	597	4	1097
Bordeaux..	5	1446	2	546	2	583	4	1009
Oporto.....	2	553	1	233	1	213	2	266
Leith	2	1060	...	...	...	...	1	500
Lowr Ports	92	14027	67	9230	114	13536	176	21126
Quebec	12	9077	8	3749	...	...	4	919
China......	4	1527	5	1768	4	1504	4	1260
W. Indies.	9	1436	6	3653	8	1826	12	2581
Hamburg..	1	681	1	294	1	291	...	...
Cadiz	5	1559	1	172	...	...	1	387
Ports unenumerated	55	21609	30	9190	9	840	34	13058
Total....	433	197578	278	141367	269	184347	443	191091

DEPARTURES OF VESSELS FOR THE FOLLOWING PORTS.

	1863.		1864.		1865.		1866.	
	Ves.	Tons.	Ves.	Tons.	Ves.	Tons.	Ves.	Tons.
Liverpool...	66	60682	50	52382	43	51095	44	54094
Glasgow....	72	48421	58	39921	35	29446	33	26094
London	24	13026	17	10325	17	14287	80	46231
Gloucester.	11	3718	8	2481	1	197	5	1517
Bristol.......	18	6367	5	1388	7	2334	9	3424
Cork (orders)......	71	71720	8	2507	5	1498	31	9683
U. States ..	8	2102	2	375	2	467	2	808
Lowr Ports	83	8329	78	8390	117	11327	150	26376
Quebec and Sea.........	54	12490	47	21474	41	20038	71	17079
Plymouth ..	1	213	2	430	...	...	...	...
Dundee.....	9	2448	4	1313	3	952	...	...
W. Indies..	3	706	4	2850	6	1106	6	2015
Aberdeen...	11	2775	5	1716	2	592	...	...
Vera Cruz.	...	...	4	750	1	61	...	...
Marseilles .	...	...	...	...	1	363	...	...
Port Natal.	...	...	...	...	1	221	...	...
Sundry Ports......	5	1396	...	...	...	...	10	8482
Total	460	203199	301	146787	285	135602	462	190403

Vessels from the West direct to Europe:

	Vessels.	Tons.
1864............................	20	4,805
1865............................	9	4,751
1866............................	2	628

AVERAGE RATES FREIGHT.

Per Steamers to Liverpool.
1865.

Months.	Grain.	Flour.	Ashes, Pots.	Ashes, Pearls.	Butter and Cheese.	Provision.
	s d	s d	s d	s d	s d	s d
Opening Prices....	3 9	none	25 0	32 6	40 0	30 0
June	3 9	1 6	25 0	32 6	40 0	30 0
July.......	4 6	2 6	30 0	40 0	40 0	30 0
August....	4 9	2 9	30 0	40 0	50 0	none
September.	4 6	none	30 0	40 0	50 0	35 0
October...	6 0	none	30 0	40 0	50 0	35 0
Closing Prices...	7 0	2 0	45 0	55 0	50 0	37 6

By Steamers to Glasgow.
1865.

Months.	Grain.	Flour.	Ashes, Pots.	Ashes, Pearls.	Butter and Cheese.	Provision.
Opening Prices..	3 9	2 6	20 0	25 0	35 0	30 0
June......	3 6	2 0	20 0	25 0	40 0	30 0
July	4 9	2 6	30 0	40 0	50 0	40 0
August ...	5 9	2 10½	30 0	40 0	50 0	40 0
September	4 6	none	30 0	40 0	50 0	40 0
October ..	5 6	none	30 0	40 0	50 0	40 0
Closing Prices ..	5 0	none	30 0	40 0	50 0	40 0

Freights, for the summer of 1866, by the Montreal Ocean Steamship's Co.'s Steamers, to Liverpool:

May 12.—Pot Ashes, 35s; peas, 7s per 480 lbs; oats, 5s 9d per 320 lbs; oatmeal, 3s 3d per bbl; provisions, 35s; cheese, 45s.

June.—Pot Ashes, 35s; peas and corn, 6s 6d per 480 lbs; oatmeal, 3s 3d.

July.—Pot Ashes, 30s; oats, 5s 9d per 320 lbs; Indian corn, 5s to 5s 6d per 480 lbs; provisions, 45s; oatmeal, 2s 10½d per bbl.

August.—Pot Ashes, 30s; Indian corn, 4s 9d to 5s per 480 lbs; oats, 4s 6d per 320 lbs; oatmeal, 2s 3d per bbl; provisions, 45s.

September.—Pot Ashes, 30s; Indian corn, 4s 3d to 5s per 480 lbs; barley, 5s per 400 lbs; provisions, 45s per ton.

October.—Rates same as September, except provisions, which were 50s per ton.

November.—Peas, 7s to 8s; barley, 7s; oats, 5s 6d to 6s; ashes, 45 to 50s; provisions, 50s to 60s.

Freights, for summer of 1866, by the Glasgow Line Steamers, to Glasgow:

May.—Pots, 25s; peas, 6s 6d per 480 lbs; oats, 5s 9d per 320 lbs; oatmeal, 3s 3d; cheese, 45s; provisions, 35s; butter, 45s.

June.—Same rates.

July.—Same rates. except 3s for oatmeal, and 3s 6d for corn.

August.—Same rates, except 2s 3d for oatmeal, and 3s 6d for corn.

September.—Peas, 5s 3d.

October.—Pots, 25s; peas, 8s; oats, 6s; oatmeal, 3s 9d; cheese, 60s; provisions, 60s; butter, 60s.

SAILING VESSELS.

Rates of freight per sailing vessels, in 1865, ranged:

To Liverpool, from 3s 9d to 4s 9d for grain, and 1s 9d to 2s 7½d for flour; pot ashes, 17s 6d to 20s; pearls, 25s to 26s. To Glasgow: Grain, 2s 9d to 5s; flour, 1s 9d to 2s 7½d; pot ashes, 17s 6d to 20s; pearls, 25s.

For 1866 the rates were, for sailing vessels to Liverpool, Glasgow, and London:

	Peas, p. 480 lbs.	Oats, p. 320 lbs.	Pots.	Corn.	Barley.	Pearls.
	s d	s d	s d	s d	s d	s d
May........	5 6	5 3	25 0	6 0	2 6	30 0
June........	...	...	...	...	...	...
July........	...	...	...	...	...	...
August.....	0 0	5 0	25 0	4 0	2 0	30 0
September..	5 0	...	...	4 3	...	...
October.....	5 0	...	...	...	2 6	...
November..	5 0	4 0	25 0	5 0	2 9	30 0

The Blue Line.—The Blue Line sleeping cars commenced running on the narrow guage of the Great Western Railway, through from London to Rochester, New York, on Monday last, and the result, so far as smoothness and speed of running is concerned, was considered very satisfactory. These cars are of the most substantial construction, and of the same carrying capacity as those now in use on the broad guage line. It is calculated that the third rail will be fully completed in about one month from this time, when the through system will immediately commence.—Traffic may then be conveyed direct from New York to St. Louis, without once breaking bulk, causing an immense economy of time and labor. By the present method it is found necessary to break bulk three times during the above trip, namely at Albany, Suspension Bridge and Windsor. Thus, during the busiest seasons, over one hundred laborers are employed by the Company in transferring the traffic from the cars to the boat, whose services may be dispensed with under the new order of things. At Detroit the same advantages will accrue. The great saving thus effected will, in a few years, amply compensate for the additional outlay involved.—*Hamilton Times.*

West India Trade.—J. T. Abbott & Co.'s Circular, dated St. Thomas, November 19th, reports on the state of trade as follows:—

"We are again obliged to report a very dull market for all American imports—the stocks of Flour and Provisions ample for the small demand existing—and sales are confined to the wants of the Island, there being no transactions for export. We give a few quotations of leading articles as held from store.

Breadstuffs.—Extra Ohio Flour, $10 a 11; Rye, $6.50 a 7; Corn Meal, $6; for Brandywine in puns., no enquiry; Corn in bags 2 bushels, $2 a 2.25; White Beans, large stock, old offered at $2 a 3 per bag; B. E Peas, $4; Pilot and Navy Bread, $4.50 a 5; E. I. Rice, $5 a $5.50.

Provisions.—Mess Pork, $26 a 28; Prime Pork, $20 a 23, dull; Mess Beef, large stock and dull offered at $10 a $14, as to quality; Family Beef, ½ bbls., $12 a 12.50; Hams, 14c a 15c; Cheese, 15c; Lard, last sale lot in tins, 22c; Butter, large stock, some sales at 20c a 25c, as to quality; Candles—8's, 12's, and 24's—last sales 16½c; Kentucky Tobacco, dull, offered at 16c a 20c; Kerosene Oil, last sale $4 per barrel.

Fish.—There is still enquiry for Herrings and Alewives—good article would bring $4 a 4.50 per barrel. A lot of Hake and Haddock, from Boston, closed at $3 a 3.50, quality inferior; last Halifax Codfish in bxs. sold at $6.

Lumber and Shingles.—We have to report the sale of two distressed cargoes of Lumber since our last issue, viz., 95 M. P. Pine ex Judah Cappe (stored on shore), at $30, and about 100,000 M. W. Pine and Spruce, an inferior cargo, ex Colin Campbell, from Weymouth, N. S., at $18. Shingles of all description wanted and much in demand. 130 M. P. P. ex brigt. Ida Abbott, from Bucksville, S. C., sold at $33."

The Glasgow Speculators.—The Glasgow Stock Exchange, following the example of that of London, has privately passed a vote of censure upon two of its members for being concerned in the recent "rig" of Canadian Grand Trunk shares. Considering that the offence consisted in pledging themselves to conceal from their clients the real position and value of these shares, the punishment which has fallen upon the brokers in question is ridiculously light. The names of the offenders ought at least to have been widely advertised, in order that the public might be put upon their guard against any dealings with them. In the Glasgow case, however, we learn from the *North British Mail* that the offending brokers were Mr. Brodie and Mr. Wallace.—*Pall-Mall Gazette.*

Re-payment in Specie of the 5-20 Bonds.—The *Times* remarks that, although the United States Secretary of the Treasury is able to point to the fact that the bonds that have matured since the suspension of specie payments have been paid in specie, and is able to state that he has no doubt the same course will be pursued with all the others, it is felt that it would be better if the matter, instead of being dependent in any way on the interpretation that may be given to it by the Cabinet for the time being, could, by the introduction of some measure in Congress, be placed upon the unassailable legal basis of a national law,