

Gold and Silver Coin on hand	\$ 300,827 24
Provincial Notes on hand	134,943 00
Government Securities	528,966 67
Real Estate	354,420 65
Notes and Cheques of other Banks	215,981 14
Balances due by Foreign Agents	64,309 86
Balances due by other Banks	1,288 11
Notes Discounted	4,837,283 79
	\$6,406,020 46

Montreal, 18th June, 1868.

MASSAWIPPI VALLEY RAILWAY.—A meeting of merchants took place in Quebec, lately, to receive a deputation from the Eastern Townships, composed of Col. B. Pomeroy, President of the Eastern Townships Bank, the Mayor of Sherbrooke and M. B. Colby, Esq., of Stanstead, respecting the construction of this railway to connect New York with Quebec. Mr. Forsyth, on being called to the chair, welcomed the deputation. He considered that, small as the line was that was required to put us in direct communication with New York, through the valley of the Connecticut, its importance to Quebec could not be overrated; for instead of going to New York by Montreal or Portland, we could, when the loop line was completed, go in 20 hours, and Newport, Lake Magog and many interesting and picturesque localities would be within easy distance. If the public men connected with this section of the Province would assist the people in Ottawa in securing a connection with the great West, by improving the Ottawa river, Quebec would be to the West what New Orleans is to the South; and if our railway system is now improved, as these gentlemen hope it will be, we will, at all events, have the most direct line by rail to New York, Baltimore and Washington.

Col. Pomeroy said they only required to raise a small sum here for the construction of the Massawippi Valley Railroad—a sum too small to justify a journey to Quebec, had they not exhausted the sources of supply in the locality specially interested in the proposed road. It would be about 30 miles in length, connecting the terminus of the Passumpsic and Connecticut Rivers Railroad with the Grand Trunk at Lennoxville. The former Company wished the small contemplated railway attached to theirs, which was 110 miles long, and a good paying property. They had a contract with the Passumpsic Company to build this road from the Province line to Lennoxville, and when completed, the latter would provide the rolling stock, and secure a permanent lease of the line. This arrangement was to be secured by a bond, on the making of the contract. The Company would run the new road in the same way as their own, the whole becoming a joint concern, and the Massawippi stockholders being placed on the same footing as the Passumpsic and Connecticut Railway shareholders. Now the stock of this railroad was worth in the States 80 to 90 per cent., and for the last four years it had brought a dividend of six per cent. per annum. The stockholders received a larger profit before, but of late a considerable portion of the earnings had been employed as a sinking fund to extinguish bonds maturing in 1876. Of course after that year the owners of the new road would share the enlarged profits of the older road, then relieved of a large obligation. The cost of the new one would be \$800,000; the old one cost \$3,200,000, so the combined capital would reach \$4,000,000. The Passumpsic Company had wiped out \$300,000 of its stock by forfeiture; and in 1876, \$800,000 more would be got rid of by the sinking fund, of which operations the stockholders of the new road would share the advantage. The Massawippi road would shorten the journey from Quebec to New York 67 miles. They came to Quebec to raise \$10,000, to enable them to fulfil their undertaking towards the Passumpsic Company. A great deal of money had been already subscribed in the Townships for this road—Ascott having raised \$40,000 and Hatley \$25,000. There was, however, the deficiency of \$10,000 to be made up to perform the guarantee with the Passumpsic Road. It would do if made up by stock, the necessary money subscriptions being obtainable apart from this. They hoped to be able to announce to the Board, who would meet at Magog the first

week in July, that they were ready to complete their part.

After some further remarks, a committee was appointed to collect subscription for the stock.

—The annual meeting of the Quebec and Lake Superior Mining Company will be held at Quebec on the 13th July.

Insurance.

Three Rivers, July 4.—A fire broke out last night in Mr. Antoine Mayroad's saw mill at Becancour, which destroyed both his mills and some sawn lumber. Loss estimated at \$30,000. Insured only for a small amount. This loss will cause a great distress among the working class of the locality.

Quebec, July 4.—A long wooden building in the rear of St. Paul's market, described as Dinning's butchery took fire. Although the water was turned on with great promptitude, all efforts to completely save the building proved unavailing, owing to the headway the fire had gained, and to the combustible nature of the burning material. It is stated that Mr. O'Hare Government contractor, suffered a loss of some six thousand bundles of hay stored in the loft over the butchery. Nearly the whole upper portion of the building was destroyed; but the lower part, thanks to the exertions of the fire brigade, is still in complete preservation. The building itself is said to be insured in the sum of \$1,500 in the Western.

THE AMERICAN TABLE OF MORTALITY.
(Constructed by Mr. Sheppard Homans.)

Age.	Numbers Living.	Numbers Dying.	Expectation of Life.	Age.	Numbers Living.	Numbers Dying.	Expectation of Life.
10	100,000	749	48.72	53	66,797	1,091	18.79
11	99,251	746	48.08	54	65,706	1,143	18.09
12	98,505	743	47.44	55	64,563	1,199	17.40
13	97,762	740	46.82	56	63,364	1,260	16.72
14	97,022	737	46.16	57	62,104	1,325	16.05
15	96,285	735	45.50	58	60,779	1,394	15.39
16	95,550	732	44.85	59	59,385	1,468	14.74
17	94,818	729	44.19	60	57,917	1,546	14.09
18	94,089	727	43.53	61	56,371	1,628	13.47
19	93,362	725	42.87	62	54,743	1,713	12.86
20	92,637	723	42.20	63	53,030	1,800	12.26
21	91,914	722	41.53	64	51,230	1,889	11.68
22	91,192	721	40.85	65	49,341	1,980	11.10
23	90,471	720	40.17	66	47,361	2,076	10.54
24	89,751	719	39.49	67	45,291	2,158	10.00
25	89,032	718	38.81	68	43,133	2,243	9.48
26	88,314	718	38.11	69	40,890	2,321	8.98
27	87,596	718	37.43	70	38,569	2,391	8.48
28	86,878	718	36.73	71	36,178	2,448	8.00
29	86,160	719	36.03	72	33,730	2,487	7.54
30	85,441	720	35.33	73	31,243	2,505	7.10
31	84,721	721	34.62	74	28,738	2,501	6.68
32	84,000	723	33.92	75	26,237	2,476	6.28
33	83,277	726	33.21	76	23,761	2,431	5.88
34	82,551	729	32.50	77	21,330	2,369	5.48
35	81,822	722	31.78	78	18,961	2,291	5.10
36	81,090	737	31.07	79	16,670	2,196	4.74
37	80,353	742	30.35	80	14,474	2,091	4.38
38	79,611	749	29.62	81	12,383	1,964	4.04
39	78,862	756	28.90	82	10,419	1,816	3.71
40	78,106	765	28.18	83	8,603	1,648	3.39
41	77,341	774	27.45	84	6,955	1,470	3.08
42	76,567	785	26.72	85	5,485	1,292	2.77
43	75,782	797	25.99	86	4,193	1,114	2.47
44	74,985	812	25.27	87	3,079	933	2.19
45	74,173	828	24.54	88	2,146	744	1.93
46	73,445	848	23.80	89	1,402	555	1.69
47	72,497	870	23.08	90	847	385	1.42
48	71,627	896	22.36	91	462	246	1.19
49	70,731	927	21.63	92	216	137	98
50	69,804	962	20.91	93	79	58	80
51	68,842	1,001	20.20	94	21	18	64
52	67,841	1,044	19.49	95	3	3	50

—Chicago Spectator.

—The city of Chicago is about to impose a tax of two per cent. on all premiums of insurance companies not incorporated by the Legislature of Illinois.

CONNECTICUT INSURANCE COMMISSIONERS' REPORT.—The Commissioner makes the following remarks in reference to the water supply of villages and cities: The introduction of water into villages and cities for the purpose of putting out fires, is being appreciated slowly, and although water works were at the beginning very imperfectly constructed, they are far better than none. The delay almost always experienced in applying water to fires, is the greatest source of disaster; any Fire Department which relies for water on water hydrants having little or no head, must prove very inadequate, and a great drawback to the chances of partial losses. An early bucket of water is always worth more than barrels applied later; so water works which are constructed with a high head to draw from fire hydrants at once, without the delay of alarming either hand or steam fire engine companies, will do more to prevent large and disastrous fires than any other mode which can be devised. Deficiency of size in the main and distributing pipes, also contributes to large fires, for the more such pipes are drawn from, the weaker the head, until finally the pipes amount to but little more than mere conductors of water.

In view of these simple facts, it is very extraordinary that fire insurance companies and their stockholders do not interpose their experience, and interest themselves in the subject of the supply and application of water to fires; if they would, they might dispense with many expensive arrangements of their own, made necessary in consequence of the defects to which we have referred, and thus be the means of entirely revolutionizing the system of protection from fires, and at the same time insuring larger dividends to their stockholders.—N. Y. Real Estate Journal.

AGRICULTURAL MUTUAL ASSURANCE COMPANY.—The directors of this company, on 30th June, voted, without a dissenting voice, to work under Mr. Rose's lately passed insurance act, and yesterday, Mr. Crowell Wilson, M.P., the President, paid into the bank of Montreal, in this city, the sum of \$12,000, to be invested in Dominion stock pursuant to the act. It is said that when Mr. Rose lately caused the company to be written to, inquiring what their intentions were on the subject (for their business having been confined to Ontario it was at their choice to come under the act or not,) it was intended, if they did so, \$10,000 would be required to be deposited. They have gone \$2,000 higher. We hear the company is in a very flourishing condition, and its business is daily increasing.—Lon. Free Press.

NOT SUITED.—Some of the companies doing business in the Lower Provinces are disposed to find fault with the insurance Act. One of the journals says the Stock of the Central Fire Insurance Company of Fredericton was recently sold at a premium of eleven per cent. It usually commands a premium of forty. The New Dominion law with regard to local insurance companies makes the difference.

The Real Estate and Insurance Journal of New York, after quoting our remarks respecting the difference of insurance rates between Toronto and Montreal, makes the following pertinent observations:—"The difference of rate is great indeed; but if their be a great inferiority in the character of the structures of the two Canadian cities, and a similar deficiency in the great element of quenching fires, we are not astonished that the rates should seem to be so irreconcilable. So general is the competition amongst fire insurance companies that if any one of these well-informed institutions were to feel that Toronto would afford them a tempting field of profit, they would not remain aloof. The scarcity of water should at once be seen to for to be assessed at a half per cent. on fire insurance for the want of it would soon suggest to the property owners of a Yankee city the construction of such efficient works as would relieve them of such an assessment."

PRICE OF SALT.—At a late meeting of the Goderich Salt Company, it was resolved to reduce the price of salt to \$1.30 per barrel. This now places it on the same basis as the Onondago Salt, while it is of a superior quality.