

year's traffic increase is £70,000. Reflect upon this. The truth is, a very large sum has gone in increased expenses, and the expenses are likely to increase. Maintaining the third rail naturally throws more expense upon the Company. Mr. Reid, the engineer, after mentioning that the maintenance and renewals for the past half-year are "only 11 per cent. of the gross receipts," observes [all italics ours excepting the word "low"]—"Compared with other railways on this continent the above percentage of gross receipts is a low rate of expenditure for maintenance and renewals. The same charge on the Grand Trunk railway for the year 1866 was 18 per cent. of the gross receipts according to Capt. Tyler's report." * * * "But unless wages and the cost of timber and sleepers are reduced I cannot promise that the present low rate of expenditure can be maintained, inasmuch as the addition of the third rail over 229 miles of our track (from Suspension-bridge to Windsor) and 25 miles of narrow gauge sidings, equal in the aggregate to an addition of 127 miles of single track, as far as the quantity of iron is concerned, together with the accompanying signals, switches, and crossings, must proportionately increase the cost of the ordinary repairs and renewals of the line."

The third rail may have been a benefit to the Company, but it brings additional expense, a matter which the "Bull" conveniently overlook. Then the auditors say:—"The 3rd rail being entirely new, its renewal to any great extent will probably not become necessary for nearly 10 or 12 years, the estimated life of the rails. It is manifest, however, that during this period the wear and tear will be going on, and in our opinion the revenue should be charged half-yearly with its proper proportion of same, which, as regards the 3rd rail alone, would amount, according to an estimate of the Company's engineer, to about £8,000 per annum."

We may not quite agree with the auditors in this. We think sound rails in Canada will last much longer than 10 to 12 years, unless the traffic greatly increase. Still there is probably something in what they say. The auditors think, moreover, that the sum put by out of the half-year's revenue for the steamboat renewal is insufficient. They are also of opinion that a sum should be half-yearly reserved to meet the "progressive and continuous wear and tear" of the "entire system," and "Now that the whole of the extraordinary expenditure of £332,000 which in 1861 was found necessary to be made on the permanent way and works in the course of the following five years, has been completed out of revenue, and the whole line placed in thorough good working order, we are of opinion that with a view to prevent a recurrence at some future period of the same difficulty which then arose in consequence of no provision having previously been made for renewals, the company's engineer should be requested to go fully and carefully into the question of what would be a fair charge per annum for the maintenance and renewal of the whole permanent way, bridges, stations, and other works, and that the sum so ascertained should be charged to revenue half-yearly, whether expended or not, and placed to the credit of a 'permanent way renewal fund,' to which the actual half-yearly expenditure should be debited." If these views be acted upon what becomes of the calculation of the "Bulls?"

The working expenses of the Great Western of Canada for the past half-year, including taxes insurance, bridge rent, &c., are only 48.31 per cent. of the receipts. This is about, indeed a little below, the English rate, and yet the line is in Canada, whose climate has been said to be so severe as against economical railway working. It has even been said or hinted that it is impossible for a railway in Canada to pay. We have often laughed at this trash, but many a poor Grand Trunk bondholder believes it, and may continue to believe it until actual results undeceive him. The climate of Canada is severe, and it tends to raise the rate of railway working expenditure. In consequence of it, and other circumstances, the working charges of the Great Western may not long be under 50 per cent., but we do not think that that climate severity is anything more than a mere fraction of the evil it has been represented to be.

The greenback loss to the Great Western of Canada in the half-year has increased to £66,611, that is by £18,383. It goes up instead of down. Some day it will doubtless drop to nil, but when will that arrive!—*Herepath's Journal*.

RAILWAY TRAFFIC FOR MARCH.—The following were the total traffic receipts of the Railways of the Dominion for March:—

	1868.	1867.
Great Western Railway.....	\$264,267	\$311,484
Grand Trunk.....	502,052	491,262
Welland.....	4,946	3,423
Northern.....	26,816	37,952
Port Hope L. & B. with P. Br.	8,195	7,666
Brockville and Ottawa.....	8,329	6,770
St. Lawrence and Ottawa.....	10,877	7,662
European and North Amer'n	10,867	12,109
Nova Scotia.....	17,085	13,022
Total.....	\$852,834	\$892,350

Insurance.

FIRE RECORD.—Belleville, April 18.—A fire broke out in the grocery store of Mr. D. Macdonald, Front Street. The following places were totally destroyed:—John Wilson's bakery; Mr. Laferte's dry goods store; E. Condon's barber shop; D. McDonald's grocery; Conger Bros. grocery; H. Rosenburgh's jewellery shop; J. Peard's dry goods store, and Brehmer & Port's tobacco shop. Total loss about \$30,000. Insurance about \$15,000.

Toronto, April 18.—A pot of varnish took fire in the premises of J. T. Shapter, creating a great blaze; it was extinguished with slight damage.

Oshawa, April 14.—Grist mill of D. Smith; loss not stated; insured for \$2,000 in the Imperial and 1,000 in the Royal; cause unknown.

Codrington, Ont., April 9.—House of Geo. King; furniture partially saved; loss \$1,500; insurance \$300; cause, defective stove pipe.

KEROSENE OIL.—Many of the fatal accidents that occur through the agency of this description of oil are caused by the scandalous admixture of naphtha with the fluid. Pure kerosene is in itself harmless, unless under improper usage. There is a law against rendering it perilous, which provides that none shall be sold for illuminating purposes, that ignites at a lower degree of temperature than 100° of Fahrenheit. But the law is disregarded, and kerosene is greatly adulterated by the more volatile and dangerous naphtha, which is almost excluded from private houses in consequence of its treacherous character. If, therefore, pure kerosene be burnt, no danger need be apprehended; but if the spurious article be used, instead of that so well qualified for the lamp, it is almost impossible to predict in what manner it may reveal itself. We should, therefore, recommend all burners of kerosene to purchase that oil with discrimination.—*Insurance Journal*.

RECIPROCITY TREATY.—The U. S. House of Representatives called for a statement respecting the trade between the States and Canada since the abrogation of the treaty. Mr. Brega has furnished tables showing that the exports and imports from 1860 to 1867 have been as great since the abrogation as they were before. He shows that the Canadian prices were higher after the abrogation, and thinks that the American buyer had to pay the increased price and the American duty into the bargain. His conclusion is that present restrictions, even in the interests of American citizens ought not to be continued.

DISTILLERY SEIZED AT STRATFORD.—The distillery and brewery of Mr. Kastner, at Stratford, was seized last week for alleged frauds on the revenue, by District Inspector Romain, and Excise Officer Davis. The distillery was entirely refitted in December last, and has been running up to the present time. The concern was valued at from \$8,000 to \$10,000 at the time of seizure. The proof of the frauds was so evident that the owner abandoned all defence, and the whole plant, consisting of worms, stills, tubs, &c., and a large quantity of corn. This material will shortly be sold.

INSOLVENT ACT.—The Quebec Board of Trade recommends that changes be made in the Insolvent Act, so as to effect a reduction of expenses, to simplify certain operations of the act, and to provide for the more summary punishment of fraud.

NEW INSOLVENTS.—Daniel Johnson, Chatham; A. Edsall, Blumenthal; Collier & Thompson, Toronto; Robert Rutherford, Guelph; Kingston Telefer, Montreal; Thomas Brown, Montreal; Robert R. Montgomery, Forth Oxford; Isaac Martin, Galt; James H. Stewart, Port Stanley; John D. Martin, Berlin; Rufus Adam Cole, Castleton; John Thomas Montgomery, Owen Sound; Wm. Holman, Port Stanley; William Lipsey, Daniel McIntosh, County of Elgin; Wm. Hendrey, Owen Sound.

SALT.—The *Huron Signal* says the Hon. A. T. Galt and Mr. Gzowski, of Toronto, having leased the lands in Goderich belonging to the Grand Trunk Railway, intend to commence the manufacture of salt on a large scale.

SILVER.—The Toronto Board of Trade passed a resolution of the 16th, recommending merchants and others to embrace the opportunity now offered by the Bank of Montreal for the exportation of silver, and sell it to that bank at 4½ discount for large, and 6 per cent. discount for small, taking a guarantee that the same shall be exported.

GOLD FROM AUSTRALIA.—More than a million sterling is on its way to this country. What will be done with all the gold which will presently be accumulated in London it is difficult to say. At this moment some of the great metropolitan money establishments have more of their "merchandise" than they know what to do with. The rate of interest allowed for money at call is only one per cent., yet we have Railway Companies with the best securities to offer giving high rates for money! Such has been the smashing up of credit created by late events, and some of the smashers, we apprehend, would like to see the process carried further, even to the total destruction of railway credit. The money lenders are just now having it all their own way with Railway Companies, but the time is coming, and not far distant, when the tables will turn against them, and it will be "3½ or 4 per cent. or we pay you off."—*Herepath's Railway Journal*.

NEW YORK MONEY MARKET.—April 18.—The *Chronicle* says: The loan market steadily increased in stringency during the week until at the close, when the rate of interest outside the banks ranged at 7 per cent. in gold to 7 per cent. a day. There has been a steady flow of money from the west and other sections which, had it been permitted to remain in the banks, would have given perceptible relief to the market. The Treasury balance was increased by \$4,000,000. The course adopted by the Treasury developed itself into a panicky condition of things, producing serious injury to holders of securities. * * * This condition of the market was most embarrassing, and if not soon relieved must produce much more serious results than had yet appeared. Discounting operations were on a very restricted scale; the best names were negotiated at 8 to 10, while paper of lower grades could scarcely be sold on any terms.

London, April 4.—The *Money Market Review* of the 18th, says: Up to the close of the quarter ended March 31st, there was an active demand for money with some pressure to obtain it, but subsequently there was an increased supply at 1½ to 2 per cent. for choice paper. The number of merchants' bills offering was small, being held back to take advantage of the reduced rates expected as soon as the dividends were paid. This view was confirmed by the indications of a renewed flow of gold to the Bank of England.

PROVINCIAL NOTES IN CIRCULATION.—Provincial notes in circulation, payable at Montreal, \$2,498,129; payable at Toronto, \$165,871. There are also \$17,000 in circulation in New Brunswick. Specie held at Montreal, \$400,000; at Toronto, \$450,000. Debentures held by the Receiver-General under the Provincial Note Act, \$3,000,000.