

BANK OF ENGLAND.—The return from the Bank of England for the week ending the 17th of Nov., gives the following results when compared with the previous week:—

Rest.....£3,107,904..Increase....£4,887
Public deposits.... 4,000,972..Increase...485,080
Other deposits.....17,910,189. Increase... 61,672

On the other side of the account:
Gov. securities...£13,811,953...No alteration.
Other securities...16,086,206...Decrease... 3,923
Notes unemployed...9,327,300...Increase... 587,290

The amount of notes in circulation is £23,152,010, being a decrease of £407,170; and the stock of bullion in both departments is £18,405,056, showing an increase of £131,799 when compared with the preceding return.

REVENUE AND EXPENDITURE.—The following is a statement of the Revenue and Expenditure of the Dominion of Canada, for the month ended 30th November, 1869.

Revenue—Customs.....	\$903,851 77
Excise.....	377,129 31
Post Office.....	78,980 65
Public Works, including Railways.....	115,789 67
Bill Stamp Duty.....	7,551 78
Miscellaneous.....	56,749 72
Total.....	\$1,540,052 89

Expenditure.....\$1,278,326 33

NEW YORK MONEY MARKET, Dec. 3.—Money on call, in consequence of the cessation of shipments of currency to the South West, is easy, and borrowers have no difficulty in supplying their wants at legal interest. The Discount Market is disturbed by a continued succession of mercantile failures, among whom we note A. L. & G. Robinson & Co., extensive tobacco manufacturers, of Louisville, and Peter Buffle & Son, of Whitehall, Illinois, in the grain trade, have failed. We quote prime double names at 9 to 12 per cent., on prime single names at 12 to 20 per cent.

QUEBEC PROVIDENT AND SAVINGS' BANK.—Balance at the credit of Depositors on the 31st of August, 1869, \$545,946.70. Received from depositors from 1st September to 30th November, inclusive, \$71,153.40. Withdrawn during the same period, \$83,518.56. Decrease in the last quarter, \$12,365.16. Due to depositors Nov. 30th, \$533,581.54.

—The Nova Scotia Telegraph Company have just declared a dividend of 2½ per cent.

Real Estate.

—In 1867, the estimated value of buildings erected in Toronto, was \$300,000; last year \$500,000; and this year \$924,000.

—It will be noticed by Mr. C. J. Blomfield's announcement, that he has opened an agency for the sale of farms in Peterborough County. Any business entrusted to Mr. Blomfield will be transacted honorably and promptly.

Mr. A. H. St. Germain has just bought the brick residence, with five acres of land, on Yonge Street, lately occupied by Mr. Thomas B. Griffith, also the rough cast residence, with lot ninety-eight feet front, by two hundred and eighty feet deep, on the north side of Bloor Street, immediately adjoining the residence of the late E. Chaffey, opposite the Queen's Park.

—An Act to incorporate the Ontario Peat Company, has been introduced into the Ontario Legislature, and received its first reading on the 29th ult. The Act is applied for in the names of Jno. C. T. Cochrane, E. A. C. Pew, George E. Desbarats, Alfred Todd, W. C. Smile, G. W. Wickstead, Jno. F. Taylor, C. T. Bate, E. A. Meredith, Iarratt W. Smith, John Fiske, H. S. Howland, Hon. Geo. Brown, and others.

Railways.

GREAT WESTERN RAILWAY.—Traffic for week ending November 19, 1869.

Passengers.....	28,852 14
Freight and Live Stock.....	50,557 38
Mails and Sundries.....	2,177 11
Total Receipts for week.....	\$81,586 63
Corresponding week, 1868....	74,008 84
Increase.....	\$7,577 79

—Notice is given of intended application to the Dominion Parliament next session, for an Act to legalize and confirm an agreement entered into between the Grand Trunk Railway of Canada and Buffalo and Lake Huron Railway Company providing for the settlement of all past disputes, and for the future working, management and control of the said last mentioned Railway, the application of its earnings and the compensation to be made to the said company in the premises, and generally fixing the future relations of the said Companies with each other in all respects, and for other purposes.

—A meeting was held lately of the municipal councils of Egremont, Glenelg and Bentick, to consider a proposition made by the Wellington, Grey and Bruce Railway Company to build a branch to terminate for the present, at Durham, with a view to its being produced northward. It was decided to submit By-laws for this purpose, to the Municipal Electors in the townships named, at the earliest possible period.

—The By-law of the Bruce County Council granting a bonus of \$250,000 to the Wellington, Grey and Bruce Railroad has received the third reading.

—The railway freights from New York to the West have been advanced. First class rates are now: to Chicago, \$1.50; to St. Louis, \$1.01; to Cincinnati, \$1.42; Louisville, \$1.73; San Francisco, \$8.00 per cwt.

—The Southern Railway Bill was thrown out by the Railway Committee in the Ontario Assembly by a vote of 16 to 13.

Law Report.

DERRY vs. PROVINCIAL INSURANCE COMPANY.—This was an action brought to recover the sum of \$1,500, loss alleged to be have been sustained by the plaintiff, by the burning of Thompson's Mill, in Burford, which he rented. The Company put in two pleas; one, that the statement of loss made out by plaintiff and presented to the Company was a fraudulent one, and the other, that the fire was not an accidental one; the latter plea was abandoned at the trial. Some 25 witnesses were examined on both sides. The Judge charged directly against the plaintiff, and the jury after a few minutes deliberation, rendered a verdict for the defendants.

INSURANCE—CONDITION AS TO INCUMBRANCES.—One of the conditions of a policy was that persons sustaining loss should declare on oath whether any and what other insurances or incumbrances had been made on the insured property. The notice given said nothing about incumbrances, and a mortgage was proved, made by plaintiff about a month before the policy. *Held*, that though the mortgage was not within the condition, yet the plaintiff could not recover, for he had not complied with the condition which required him to declare whether there was or was not any incumbrance, and such compliance was a condition precedent to his right to recover.—*Markle v. Niagara District Mutual*, 28 Q. B., 525.

JACKSON vs. BRITISH AMERICA ASSURANCE COMPANY.—A special jury trial was held in Quebec in this suit. The action was brought by one Jackson, who is a merchant, to recover \$1,500 amount insured upon schooner *Alvina*, valued at \$2,000, for the voyage from Quebec to Sandy Bay—load-

ing afloat there. The claim was resisted by the company upon two grounds. First unseaworthiness, second deviation. In accordance with the charge of the Chief Justice, the jury found for plaintiff upon the first point, and for the defendants upon the second. The deviation which led to this finding was the departure of the schooner without beginning to load from Sandy Bay, and her sailing from another place—Grand Metis—in expectation of getting a cargo there. These facts having been established beyond dispute, the jury were compelled to find that the loss alleged had not taken place while the vessel was prosecuting the voyage covered by the policy.

COMMUNICATION WITH RED RIVER.

The different sections of the route between Thunder Bay and Fort Garry, are thus divided in Mr. Dawson's report:—

	MILES.
Thunder bay to navigable water of Summit Section, being the new land route.....	40
Terminus of foregoing section to French Portage—all navigable water.....	70
French Portage.....	2
Kaogassikok Lake.....	15
Deux Rivieres Portage.....	2
From Deux Rivieres to North-West angle of Lake of the Woods.....	222
North-West angle to Fort Garry.....	90

Making all together..... 441

Of this route no less than 307 miles will be continuous and unobstructed navigable water, so soon as the Government shall have constructed:

First, a dam at the first cut below Shebandowan Lake, to cost.....	\$12,000
Excavation at summit Pond.....	3,000
Dividing the Ridge Tramway.....	4,500
Dam, &c., at Lac Des Mille Lacs.....	30,000
Dam, &c., at Island Portage.....	18,000
Dam, &c., at Nequaquon.....	4,000
Portages from Lac Des Mille Lacs to Rainy Lake.....	10,400

In all for immediate improvement of the Lake Section..... \$79,000

To the foregoing sum add \$80,000 for the Thunder Bay Waggon Road, and \$87,000 for the Fort Garry Road, making together..... 167,800

This gives us the whole cost of the Works.....\$247,700

The wagon road in the Fort Garry section, connecting the Lake of the Woods with Red River, was begun to be built last year, and is now for advanced towards completion.

The work under Mr. Dawson's immediate supervision, during the past summer, embracing the grading and building of a wagon road, from Thunder Bay, 40 miles in length, along the Valley of the Matawin or west branch of the Kaministaquia River, are already more than half completed although the grades in some portions of the line have been found rather heavy; at one point involving a descent of over 400 feet in four miles. These heavy grades, however, are in some places mitigated by narrow ridges of a singular formation, which constitute a sort of natural descent, of which the engineer and his staff have properly been prompt to avail themselves. Every effort has been made to push on the works during the open season, and now in the winter time a sufficient number of skilled and unskilled laborers are still retained on the line preparing the timber for the construction of the necessary bridges, one of which, at the crossing of Kaministaquia River, will be over 300 feet in length.

The dam at the outlet of Lake Shebandowan, (which will probably be constructed next summer) will be 30 feet in depth, which, with a small lock at Summit Pond, will give an uninterrupted stretch of navigable water of over seventy miles in